April 2000 • £3.95 • Founded in 1924

UNIQUE 50 MIN VIDEO
JAGUAR'S RACING HISTORY FROM LE MANS TO F1

# MotorSport

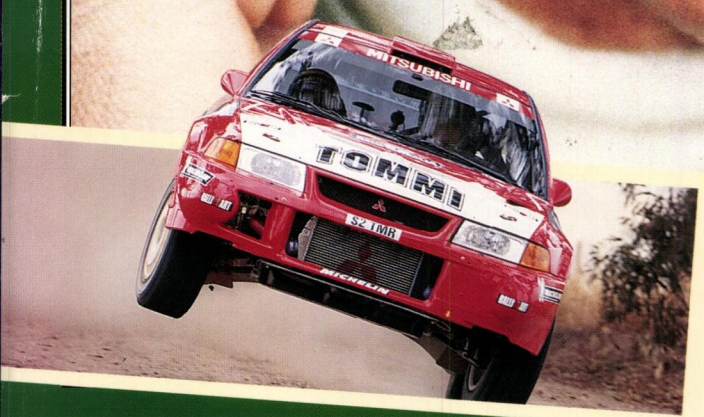
# Jackie Stewart

## A unique appreciation of 40 years in the sport

Belgium BF335 Italy 16,400L

0 4
9 770027 201995

1000s of CLASSICS FOR SALE




## THE WORLD'S BEST RALLY DRIVER

As decided by the sport's greatest names

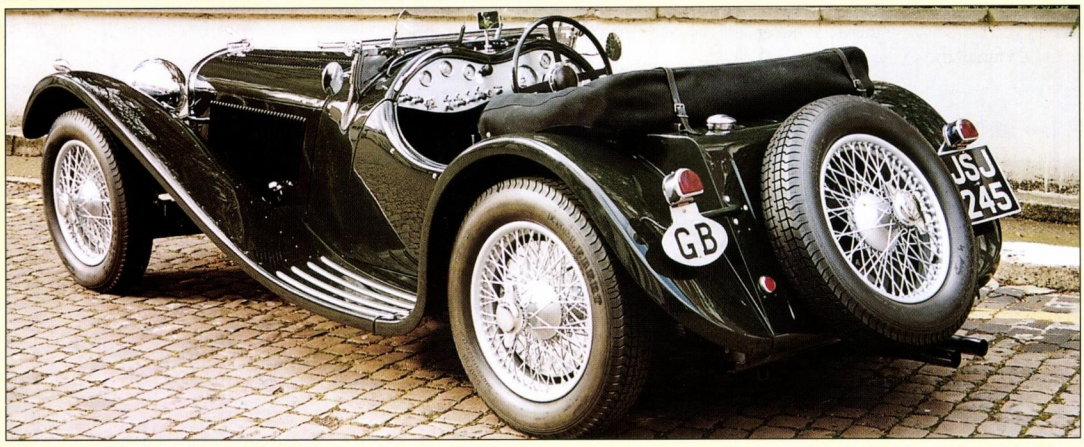
OPEN FROM
9.30 TO 6.00 WEEKDAYS
10.00 TO 4.00 SATURDAYS

# COYS
OF
KENSINGTON
—
FOUNDED *1919*

**www.coys.co.uk**
**See our website for comprehensive stock details.**






**1938 Jaguar SS 100 3½ Litre. This immaculate original 3½ litre car comes complete with its original engine. Meticulously prepared for, and used in, the current hugely popular historic road rallies, the car is a veteran of the arduous Liege-Rome-Liege rally. Offered with a spares package including the original engine and gearbox and file containing the FIVA identity passport. A hugely attractive car, ideal for all manner of historic events.**

1933 Alfa Romeo 6C 1750 Gran Sport Supercharged.
1932 Alfa Romeo 8C 2600 Corsa Spyder. Full FIA papers.
1953 Aston Martin DB3. One of 10, FIA papers.
1928 Bentley 4½ Litre Vdp Tourer. Well known, correct car.
1936 Bentley 4¼ Litre Tourer. Malcolm Campbell-style Vdp.
1928 Bentley 6½ Litre VdP Tourer. Concours winner.
1949 Bentley MkVI Sedanca Coupe by James Young, 1 of 6.
1955 Bentley R Type Continental Fastback by H.J. Mulliner.
1956 Bentley S1 Continental.
1959 BMW 507 Series II.
1969 BRM P139 Formula 1. Ex-works, John Surtees.
1960 Cooper T 51. Ex-Surtees.
1960 Ferrari 250 GT SWB Competitzione. Second Alloy car built, impeccable history.
1964 Ferrari 275 GTB/2. Ex-Max Aitken RHD.
1967 Ferrari 275 GTB/4. LHD. Immaculate restoration.
1969 Ferrari 330 GTC LHD, three owners, 11,000 miles.
1967 Ford GT40. Ex Scuderia Filipinetti Le Mans car.
1925 Hispano Suiza H6B Dual Cowl Tourer by Million-Guiet.
1937 Jaguar SS 100 2½ Litre.
1938 Jaguar SS 100 3½ Litre.
1937 Lagonda LG45 Rapide.
1938 Lagonda V-12 Drophead Coupe.
1955 Lotus Mark X Ex Cliff Davis Car, Goodwood car, FIA papers.
1969 McLaren M10 B. FIA papers.
1955 Mercedes-Benz 300SL Gullwing.
1958 Mercedes-Benz 300SL Roadster.
1936 Mercedes-Benz 500K Cab. B.
1926 Mercedes-Benz 630K Torpedo Tourer by Barker.
1955 Porsche 356 Speedster.
1937 Rolls-Royce Phantom III Sedanca de Ville by J. Gurney Nutting.

*Please contact Coys sales department for further information on cars for sale.*

COYS OF KENSINGTON, 2-4 QUEEN'S GATE MEWS, LONDON SW7 5QJ. TELEPHONE 0171-584 7444. FAX 0171-584 2733. www.coys.co.uk

# editorial



**Andrew Frankel**
**EDITOR**

THANK GOD THE WAIT IS OVER and the new season is underway. Every year the winter seems to grind on ever longer, buoyed on a sea of hype, hope and disinformation. But by the time you read this you will know who is quick and who is not in F1, and we will be days from the Sebring 12-hours, which will tell more about the identity of the Le Mans winner than all the testing in the world.

Better still, the historic season has begun and we look forward to the season in general and, in particular, to see exactly what what the rival organisations at Coys and Goodwood have to tempt you to Silverstone or Sussex. There has been a perception recently, particularly since the reopening of the Goodwood circuit, that the Coys Festival no longer retains its once vice-like grip on the claim to being the world's greatest historic meeting. This year, its organisers aim to counter such criticism with an incredible line-up of cars and personalities. Most of the details are not yet in the public domain but I can tell you that drivers of the calibre of Gonzalez, Moss and Mansell have already signed, either to demonstrate or race.

Goodwood, in the meantime, continues to raise the stakes. Jaguar is the headline sponsor of the Festival of Speed and an example of every important racing car in its history, up to and including a Herbert-driven Formula One car will be there. And the September Revival meeting? Even if it does no more than replicate the previous two events held at the circuit, it's hard to imagine how a weekend at the races could conceivably more enjoyable.

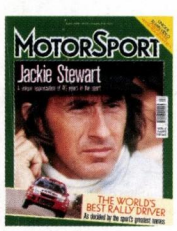
Now add to the mix the fact that the Vintage Sports Car Club have big ideas for its headline features, the return of the Monaco historics and the happy state of the booming domestic sport and you can see why there has never been a better time to be a fan of the sport.

◆ ◆ ◆

MATTHEW FRANEY, OUR MANAGING EDITOR, IS LEAVING US for a career in road car journalism. As a writer, driver and office manager he has played a huge role in the revival of this title, and as a chum and enthusiast he has made this office a better place to work. We wish him well.

◆ ◆ ◆

ONE OF TRICKIEST PARTS OF THIS JOB IS EXPLAINING WHY the price has had to go up, as it has for this issue. MOTOR SPORT will cost £3.75 from now on (saving special promotional issues) because we are increasing the number of editorial pages and need to cover the cost. So while you are paying more, you are receiving more in return. I know some of you are happy with the size and price of the magazine as it was. But I believe and hope there are more of you who will be happy to part with a little more in exchange for more of what we do best.



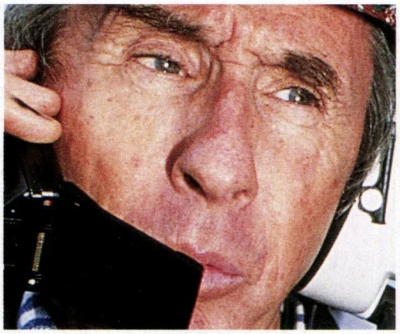

*Cover: Jackie Stewart*

Vol LXXVI No 4 APRIL 2000

# CONTENTS

SEVENTY-SEVENTH YEAR OF PUBLICATION

*MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE*



***Jackie Stewart*** *A unique look at one of the great figures of the sport. Page 24*



***The Klausenpass*** *The last in this series of Track Tests unearths a forgotten masterpiece. Page 76*

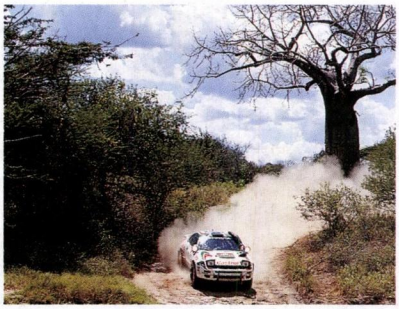


***Jimmy Stewart*** *Jackie's elder brother. Less talented or just less lucky? Page 32*

MATTERS OF MOMENT ... ... ... 4
EVENTS OF NOTE ... ... ... ... 8
FROM OUR ARCHIVES ... ... ... 10
SIMON TAYLOR: Modern Times ... ... 12
LETTERS FROM READERS ... ... ... 14
NIGEL ROEBUCK: Legends ... ... 16
SUBSCRIPTIONS ... ... ... ... 18
NEXT MONTH ... ... ... ... 21

Jackie Stewart/*Russell Bulgin* ... ... 24
Jimmy Stewart/*Eric Dymock* ... 32
Historic season preview/*Marcus Pye* ... 36
Young F1 drivers/*Marcus Simmons* ... 44
The worst car I ever drove/*Derek Warwick* 52
Giuseppe Campari/*Bill Boddy* ... ... 54
Ford Racing Puma/*Matthew Franey* ... 60
Technofile/*Keith Howard* ... ... 66
The greatest rally driver/*John Davenport* 68
Klausenpass Track Test/*Andrew Frankel* ... 76

THE CAR I WISH I'D DESIGNED: Tony Southgate 88
BILL BODDY ... ... ... ... 90
PARTING SHOT ... ... ... ... 94



***The world's best rally driver*** *The greats from the sport decide the greatest of all. Page 68*




***Historic Season Preview*** *The ultimate guide to this year's best racing. Page 36*




***Ford Racing Puma*** *Can a hotted-up Puma really be worth nearly £23,000? Page 60*

# MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT




***Hannu Mikkola's love of the Ford Escort stems from his many wins at the wheel of one in the 1970s. He climbs back on board for the London to Sydney***

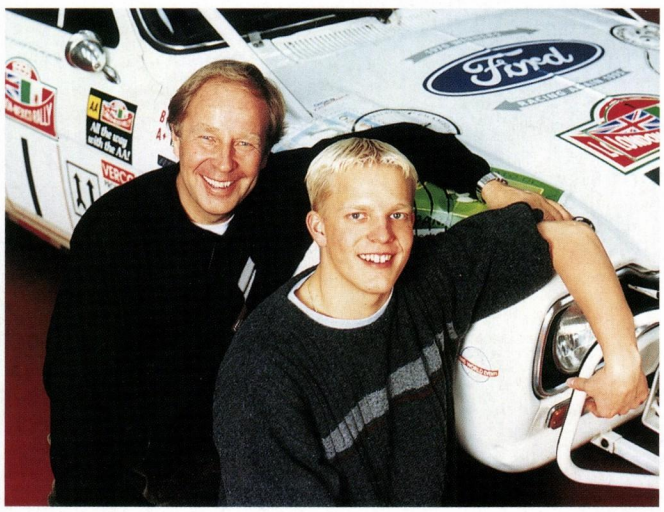
## WORLD'S BEST RETURNS FOR ROUND WORLD RALLY

HANNU MIKKOLA, THE MAN VOTED IN THIS MAGAZINE BY A PANEL OF EXPERTS AS the greatest rally driver of all time, is to come out of retirement. The legendary Finn is to head the field for this June's London to Sydney marathon at the wheel of a Ford Escort RS1600.

Mikkola, 57, has effectively been retired since he took part in, and won, the London to Mexico Rally in 1995, reprising his legendary drive to victory in that event when the Escort was new, back in 1970.

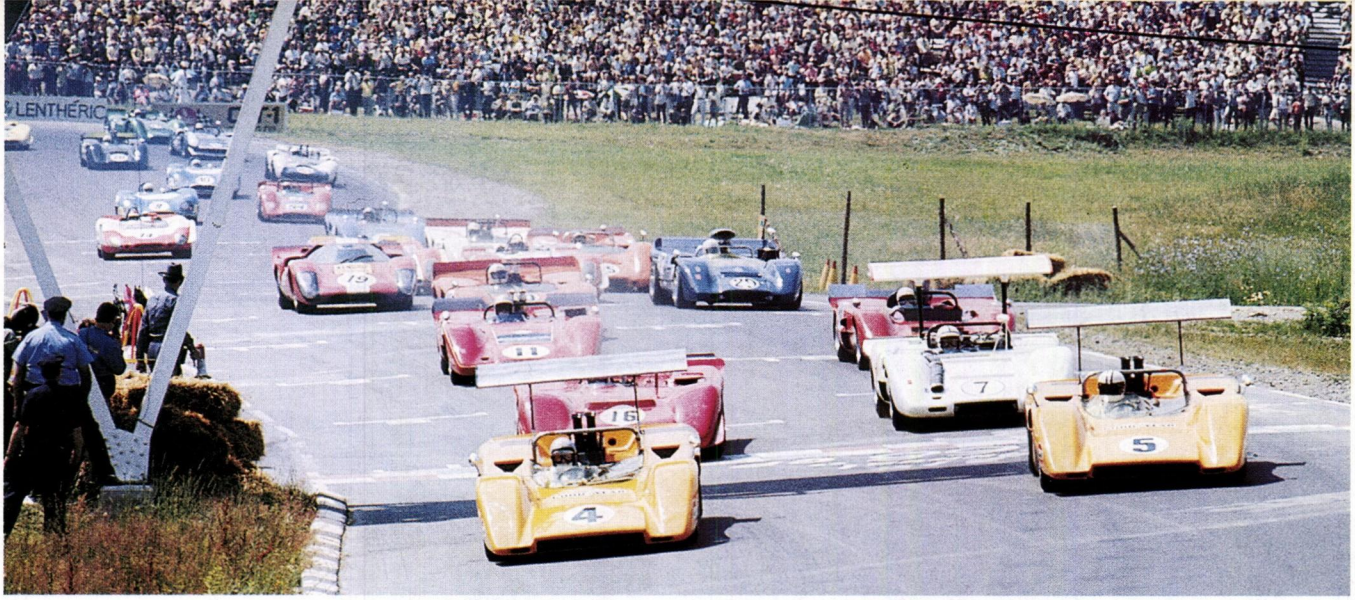
The London to Sydney Marathon leaves Parliament Square on June 3 and finishes in Sydney on July 4th after a 10,000 miles route, over 600 of which will be on special stages. The event is open to pre-1971 competition cars, prepared to full rally specification and 96 competitors have registered, with Mikkola listed as Number One.

The event is split into three distinct sections. First it goes overground from London through France, Germany, the Czech Republic, Hungary, Romania, Greece and Turkey. Then the whole field will be airlifted to Thailand where the rally will recommence. This second stage goes as far as Johor Baharu in Malaysia before the second and final airlift to Darwin in Australia. Thereafter it is a straight hack across the outback to Sydney.




Mikkola has high hopes of the event and his car, the same RS1600 which took him to victory in Mexico five years ago. "The Escort is the nicest car I had to drive in my whole career. On that 1995 event it took me just three or four minutes to feel entirely at home, 25 years just fell away and I could feel exactly how the car was going. She's a very special old Ford so you do have to treat her a little bit carefully and not drive her too fast over the really rough stuff. But, of course, on the other hand this type of Escort is a very robust and reliable car. I know it very well and it's not going to break."

In a front-line professional career lasting from the '60s to the '90s, Mikkola became one of the world's most successful rally drivers, winning 18 World Rally Championship events and claiming the Championship itself in 1983. Such experience cannot be claimed by the 19-year old who will sit next to and navigate for Mikkola. Even so, there should be no problem with misunderstanding as the co-driver is Mikkola's son, Juha. Looking at the teams the younger Mikkola reckons, "We will certainly have the best driver and the worst co-driver, so I'll have to work hard. I want to do really well and still be speaking to dad afterwards..." **AF**



*Bruce McLaren and Denny Hulme lead the field away at the start of another Can-Am race. The McLaren cars were the cream of the Challenge Cup crop*

# McLAREN CAN-AM CARS TO STAR AT GOODWOOD TRIBUTE

THE BRUCE AND DENNY SHOW, THE SUBTITLE WHICH summed up McLaren Cars' domination of the Canadian-American Challenge Cup series from 1967 to 1970, will be a huge draw at Goodwood's Festival of Speed on June 23-25. Other early marque cars will join them in a fitting tribute to the lives of Kiwis Bruce McLaren and Denny Hulme, each of whom bagged two Can-Am titles.

At least three of the mighty orange Chevrolet-engined monsters are down to appear for the first time at a British event. Most attention will be attracted by the showstopping high-winged M8B recreated by Americans Chuck Haines and Tom Frederick, because none of the three originals from 1969 survive. Bruce's 1967-title-winning M6A, from the pen of Robin Herd, will also be there.

The McLaren equipe's superlative sportscar history will be traced from the Elva-produced M1A of 1965 (which Graham Hill raced the year before Can-Am's birth) to the fateful M8D of 1970. Bruce was killed – ironically at Goodwood – when the prototype's tail detached at the kink on the Lavant Straight, but the devastated team soldiered on to a fourth straight title with Denny.

McLaren International, today's ultra-successful Grand Prix team born out of the original, has long been an avid supporter of Lord March's Festival, and will again run one of its contemporary Mercedes Benz V10-powered Formula One cars in the hillclimb competition. The Silver Arrow will contrast poignantly with the M7A in which Bruce scored the marque's maiden Grand Prix win at Spa in '68.

The best ever F1 line-up promises fireworks. Jaguar, BMW-Williams and Jordan have all pledged to bring cars in an effort to challenge McLaren's record set by Nick Heidfeld last year. **MP**




# BLOW-OUT BLOWS GROUP C RACER'S DAYTONA HOPES

TERRIBLE LUCK STRUCK THE ex-Reinhold Joest Porsche 962C of Aaron Hsu at last month's Historic Sportscar Racing Thundersports Enduro series opener at Daytona International Speedway.

Leading by more than a lap, the Porsche suffered suspected tyre failure just three three minutes from the chequered flag, resulting in Hsu crashing out of the race.

Another 1989 car, the Spice-Cosworth of Joe Hish and Mazda veteran Walt Bohren thus swept past the stranded machine to record an unexpected victory in front of the Rolex 24 Hours crowd. The similar machine of Jim Mullen finished second, and the luckless Hsu was classified third. "I was just a passenger throughout the crash, but fortunately the car kept all four wheels on the ground," said Hsu.

"We were faster than Aaron all day through the infield, but couldn't catch him on the straightaways," said winner Hish. "On the last lap we were told over the radio to watch out ahead because Hsu had problems." The race ended under caution flags, which led to close scrutiny of the rulebooks before the result was declared. **MP**

# CLUBS UNITE TO BUILD MOTORSPORT ARCHIVE

A LONG OVERDUE INITIATIVE TO ESTABLISH A central historical archive, with the aim of protecting and furthering Britain's extraordinary motorsport heritage was agreed in principle by interested parties at Silverstone on February 29.

The British Motorsport Central Archive Association (BMCA) was enthusiastically endorsed by representatives of the Motor Sports Association (the sport's national governing body), organising clubs BARC, BRDC, BRSCC, Bugatti OC, HSCC, VSCC and 750 MC, circuit operators and independent bodies such as The F1 Register and Haymarket Publications.

It was proposed that the archive – an extensive library of books, magazines, race programmes and reports, plus photographs, posters, film, video, sound recordings and promotional material – be set up at Silverstone, alongside study rooms allowing those wishing to conduct research to have access to its material.

By utilising existing records, and linking with private researchers and archives around the world, it is anticipated that an unparalleled facility will result. A web site, www.bmca.co.uk, is currently under construction and the BMCA plans to make the archive accessible through member sites at a future date. **MP**




***Silverstone has scrubbed TGP F1 cars from Coys Festival bill thanks to too little space on the schedule for them***

# SILVERSTONE CANCELS TGP ROUND AT COYS

A DECISION MADE BY THE BRDC board at Silverstone last month means that there will no longer be a 3-litre F1 race at the Coy's International Historic Festival, on July 21-23 as the once mooted Thoroughbred Grand Prix event has been cancelled.

"With three days of modern Formula One testing leading up to the Coys event, we lost half a day. I understand the disappointment, but it was impossible to accommodate the TGP event unless we dropped something else," said Roger Etcell, Silverstone's director of marketing. TGP's manager Steve Lydon was devastated: "I was happy to make concessions on track time for a non-championship race, and had 40 drivers champing at the bit."

Froilán Gonzalez (being brought from Argentina for a third time), Sir Stirling Moss, Jackie Stewart, John Watson and Nigel Mansell are the featured drivers of the 1950s, '60s,'70s, '80s and '90s demos respectively.

Etcell reckons it's a once-in-a-life-time meeting: "The event will be truly unique. Never before have all the stars and cars come together in the same place and at the same time. It may never be repeated."

Headline features include historic F1 cars, sports and GT racing while the rallysprint of Group B cars on the Friday should prove popular.

## obituary

### Nello Ugolini

Nello Ugolini, who has died aged 95, was the prototypical modern team manager. Beginning with Alfa Romeo in 1934, he mixed organisation with tactics to maximise Alfa's success against increasing German rivalry. In '38, he became Alfa's personnel manager, before going to Modena Football Club, which he led to great heights.

In 1952 Ferrari poached him to lead his racing team to two championships, but in '56 Ugolini switched to Maserati, overseeing Moss and then Fangio. After Maserati's withdrawal he turned back to the pitch, leading Bologna and Torino. In the '60s he ran Scuderia Serenissima, including a Targa Florio win, and then Scuderia Filipinetti, adding a Targa win in 1966. **GC**



# TOUR AUTO 2000

TWO HUNDRED DRIVERS FROM SOME 20 NATIONS WILL BLAST DOWN FRANCE'S greatest roads on the Tour Auto 2000, the famed recreation of the Tour de France, which starts in Paris on April 11, and visits the Montlhéry, Dijon, Magny-Cours, Albi and Nogaro race circuits during an epic five-day thrash to Biarritz on the Atlantic coast, just north of Spain.

Jean-Claude Andruet, the three times winner of the original Tour de France makes his historic debut in Francois Degand's Ligier JS2 coupe, the same car which finished second on the 1974 Tour, and raced at Le Mans in both in '72 and '75. Legendary Saab rally man, Erik Carlsson, will be driving in his 1963 Monte Carlo Rally-winning Saab 96, which his brother-in-law Sir Stirling Moss (MGB) is also named as a competitor.




***At last there's a proper Stirling Moss website. Those wanting news about the great man should log onto: www.stirlingmoss.com And he's lent his name to a range of car care products from wax to wheel brushes. Interested? Call 0870 241 1258.***

# JERSEY HILLCLIMBS

JERSEY'S MOTORSPORT HERITAGE IS SET to continue with new hillclimbs in July's St Helier Week.

The MSA has licensed two courses in the island for pre-'65 machinery. The events will be on Mount Bingham and at West Mount on July 17/18.

The speed week closes with the British Hillclimb Championship round (run annually at Bouley Bay since 1947), on Thursday, July 20.



# POMEROY TROPHY

JORDAN GRAND PRIX PLAYED A KEY ROLE IN ANDREW HALL'S VSCC POMEROY Trophy victory at Silverstone on February 26, after the clutch pedal of his 1929 Frazer-Nash fell off in scrutineering.

"I drove to the factory and held the pedal in place while one guy welded it and the others fell about laughing," said Hall. "We cut it a bit fine, arriving at the start of the first test – the Wiggle-Woggle slalom – with about 10 secs to spare. Any later and we'd have been out."

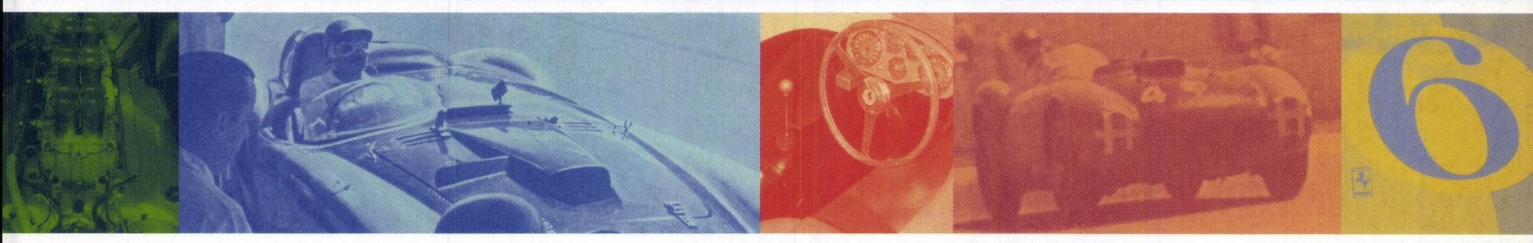
Thereafter, the car never missed a beat. It sailed through the morning's braking test and the standing-start and flying quarter-mile sprints before making mincemeat of the handicap.

Winston Teague's 'Nash finished second (which had looked to be James Diffey's until his '97-winning BMW 2002's diff failed) ahead of Sam Stretton's Westfield 11. Devised by Laurence Pomeroy, and run since 1952, 'The Pom' uses a bizarre formula, weighted, not always successfully, to vintage machines, to find the 'ideal touring car.' An eclectic mix of 79 started this year. **MP**

# Les Grandes Marques à Monaco
# 26/27 May 2000

## A Sale of Important Motor Cars and Automobilia

# MONACO



Celebrating its tenth anniversary this year, our traditional Monaco Sale is firmly established as the most glamorous event in the European auction season.

The highlight of this year's eagerly awaited *Grand Prix Historique* weekend, this exclusive Sale is restricted to 50 of the finest Sports and Grand Touring cars including the two highly important competition Ferraris illustrated. Held in the hallowed surroundings of Prince Rainier's Private Motor Museum, the Sale attracts a cosmopolitan international clientele and promises an atmosphere second to none.

*above: The ex-Ibanez/Saenz Valiente/Najurieta*
**1953 FERRARI 375 MILLE MIGLIA SPIDER BY PININ FARINA**
This exquisitely restored, Argentine-liveried classic raced in two Buenos Aires 1,000Km World Championship rounds and carried Valiente and Najurieta to successive national Sports Car Championships titles, 1954-55.

*right: The ex-Ottavio Randaccio/René Trautmann*
**1956 FERRARI 250GT COMPETITION BERLINETTA BY SCAGLIETTI**
Campaigned extensively in Europe during the late '50s, including the Mille Miglia and Tour de France, this rare early 'TdF' Competition *Berlinetta* is perhaps the only totally unrestored survivor and has been in the same ownership for over three decades.

## Entries are now invited

For further information on this important Sale, please contact Simon Kidston or Max Girardo in Geneva on +41 (22) 300 3160.




**Europe**
Brooks Europe SA
10 Rue Blavignac
1227 Carouge-Geneva
Switzerland

**T:**+41 (0) 22 300 3160
**F:**+41 (0) 22 300 3035

**UK**
Brooks Auctioneers Ltd
81 Westside
London SW4 9AY
United Kingdom

**T:**+44 (0) 20 7228 8000
**F:**+44 (0) 20 7585 0830

**USA**
Brooks Auctioneers Inc
500 Sutter Street
Union Square, San Francisco
California 94102

**T:**+1 (415) 391 4000
**F:**+1 (415) 391 4040

**Australia**
Brooks Goodman Pty Ltd
7 Anderson Street, Double Bay
Sydney, New South Wales
Australia 2028

**T:**+61 (02) 9327 7311
**F:**+61 (02) 9327 2917

BROOKS
SPECIALIST AUCTIONEERS & VALUERS
Europe www.brooksauctioneers.com

# EVENTS OF NOTE

## MARCH

25 SILVERSTONE
The Vintage Sports Car Club's eagerly-awaited racing season opener – the GP Itala Trophy meeting, also known as the Spring Start – is a couple of weeks earlier than usual. Don't miss it!
☎ 01608 644777

26 INTERLAGOS (BR)
Brazilian GP; FIA Formula One World Championship, round 2.
☎ 00 41 2254 44400

26 CADWELL PARK
Millers Thoroughbred Sportscars championship opener pitches Aston Martins, Jaguars, MGs and TVRs against the scenic Lincolnshire track.
☎ 01926 419464.

30-APRIL 2 SAVANNAH (USA)
SVRA's racing season opener takes competitors to the gentle climes of coastal Georgia's attractive Roebling Road circuit.
☎ 001 603 640 6161

## APRIL

1-2 NOGARO (F)
Paul Ricard's rebuild means a different backdrop this year to the BRDC Sportscars, Classic Grand Prix, Euro and Acemai F2 and HGPCA series openers this year. Rayon d'Action is in charge.
☎ 00 33 1 45 111111

8-9 BRANDS HATCH
A capacity field of 3-litre Formula One cars howling round the full circuit promises a sensational start to the sixth FIA Thoroughbred Grand Prix Championship.
☎ 01474 872331.

8-9 ADELAIDE (AUS)
Goodwood Glover Trophy victor Geoff Farmer's Lotus 49 joins the cast for the second Formula Adelaide event, showcasing Grand Prix cars of the 1960s in the famed Albert Park. Sir Jack Brabham rides again!
☎ Brooks 0181 228 8000

10-15 TOUR AUTO (F)
Ford GT40s versus Ferraris, plus Matra and Ligier prototypes battle it out with a host of Porsches on a blast from Paris to Biarritz peppered with interludes at famous racetracks.
☎ 00 33 1 42 59 73 40

13-15 PHOENIX (USA)
HSR West brings the fearsome IMSA GTP and Can-Am musclecars to Arizona's International Raceway.
☎ 001 310 530 9731.

9 IMOLA (I)
San Marino GP; FIA Formula One World Championship, round 3.
☎ 00 41 2254 44400

14-15 HOCKENHEIM (D)
High-speed start for HRA German Open Single-Seater and Endurance Cup Sportscar series at German GP venue
☎ 0049 711 33242

15-16 SNETTERTON
The season's first Aston Martin -themed spectacular brings colour to the Norfolk circuit.
☎ 01353 777353

16 DONINGTON PARK
Historic Saloon Enduro is a highlight of HSCC season-opener. Dramatic Formula Ford action and big-banger single-seaters promise thrills .
☎ 01327 858400

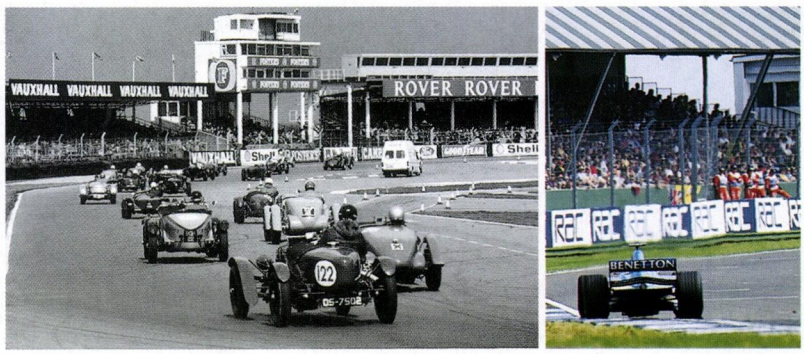
16 CADWELL PARK
The Cadwell Park Classic opens BARC's bold new Historic racing initiative. Saloons and classic Clubman cars head the line-up.
☎ 01264 772607.

21-23 VIRGINIA INT. RACE-WAY (USA)
Dormant for 24 years, the circuit is back, with the Vintage Drivers Club of America in charge.
☎ 001 205 320 0145.

23 SILVERSTONE
British GP; FIA Formula One World Championship, round 4. Moving from its traditional July date, it remains to be seen what the weather can do to affect the event
☎ 01327 857271

## MAY

6/7 BUTTONWILLOW (USA)
British racing extravaganza at the Californian raceway, with VARA in charge.
☎ 001 800 280 8272.




*VSCC season proper kicks off at Silverstone before moving aside for unusually early GP*

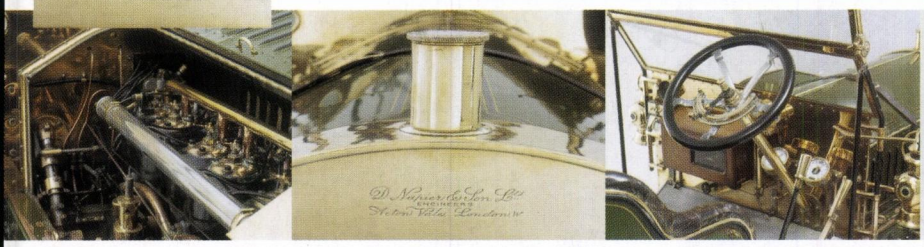


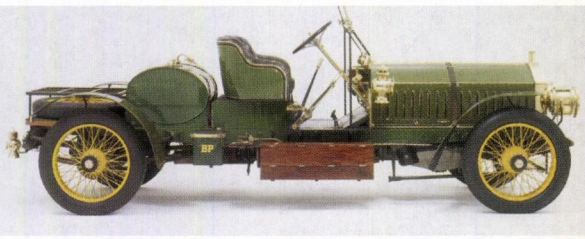

*Geoff Farmer and ex-Jo Siffert '68 British Grand Prix winning Lotus 49 are heading down under after Goodwood success*

# Festival of Speed
# 22-23 June 2000

## A Sale of Important Sports, Competition and Collectors' Motor Cars, Formula 1 Memorabilia and Fine Automobilia









***The Brooks Goodwood Festival of Speed*** sale is renowned for the variety of competition and sporting machinery on offer and entries for this year's event suggest it will be no exception.

Already entered is this 1907 Napier 60 h.p. racing two-seater (shown above). With 6 cylinders and 60 horsepower this Brooklands-style racer from the aristocrat of British manufacturers represented state-of-the-art motoring in the Edwardian era.

In contrast, another entry is the ex-Gerhard Berger 1986 Benetton-BMW B186 Formula 1 single-seater, driven by the great Austrian driver in 8 Grand Prix, coming 5th at Monza.

## Entries are invited

To enter a motor car for auction or for further information please contact: Malcolm Barber, James Knight, Nick Lumby, Peter Card or Jonathan Vickers (automobilia) on 020 7228 8000, or Stewart Skilbeck on 01757 638894.

Catalogues for this sale will be available early June priced £25.00, £30.00+p+p overseas. All Brooks catalogues are available at an annual discount rate. Please call cataloge sales on 020 7228 8000.

**Hendon 27th April 2000.**
Entries are still being accepted for this London sale.

**UK**
Brooks Auctioneers Ltd
81 Westside
London SW4 9AY
United Kingdom

**T:**+44 (0) 20 7228 8000
**F:**+44 (0) 20 7585 0830

**Europe**
Brooks Europe SA
10 Rue Blavignac
1227 Carouge-Geneva
Switzerland

**T:**+41 (0) 22 300 3160
**F:**+41 (0) 22 300 3035

**USA**
Brooks Auctioneers Inc
500 Sutter Street
Union Square, San Francisco
California 94102

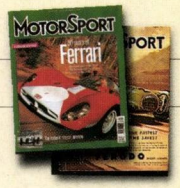
**T:**+1 (415) 391 4000
**F:**+1 (415) 391 4040

**Australia**
Brooks Goodman Pty Ltd
7 Anderson Street, Double Bay
Sydney, New South Wales
Australia 2028

**T:**+61 (02) 9327 7311
**F:**+61 (02) 9327 2917

BROOKS
SPECIALIST AUCTIONEERS & VALUERS

www.brooksauctioneers.com






# SIR MALCOLM CAMPBELL'S GREATEST ACHIEVEMENT

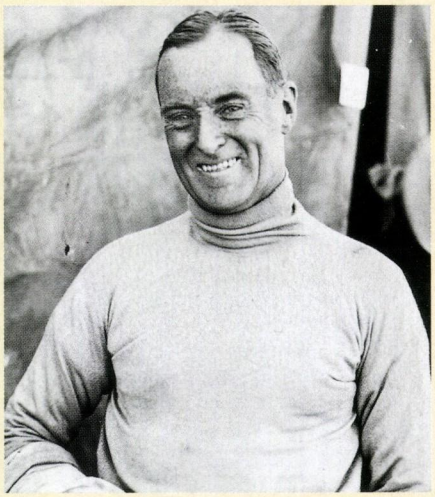
***"BLUEBIRD" BEATS HER SPEED BY 18MPH AND RAISES THE WORLD'S LAND SPEED RECORD TO THE COLOSSAL FIGURE OF 272MPH***

272 MILES PER HOUR! AS THE BBC ANNOUNCER calmly broadcast the news that Sir Malcolm Campbell had once again broken the world's record for the flying mile with a speed of 272.108mph, it required an almost impossible amount of imagination to appreciate fully the nature of his greatest achievement. Probably the fastest land speed ever witnessed by the majority of British motor-racing enthusiasts is the 137mph lap speed of Sir Henry Birkin at Brooklands. Seen at close quarters from the Byfleet Bridge this speed looks terrific, as indeed it is. Now try (we say "try" purposely, for the most elastic imagination will be hopelessly inadequate) to picture "Bluebird" travelling at approximately double the velocity of Sir Henry Birkin's Bentley's lap speed.

So fast does the great car go that, if it were possible to race at such a speed on a track circuit, after starting level "Bluebird" would cover two laps the Bentley's one. Again supposing cars were being timed over a beach-run like Daytona, with a flying start at their maximum speeds, "Bluebird" could give the Bentley a half-mile start in one mile and the cars would cross the finishing line together.

It was on Wednesday, February 22nd that the record attempt was finally made, after a trying period of waiting for the conditions of the beach to improve. In many ways, however, this delay was a good thing, for it allowed Sir Malcolm's return to health after a severe bout of influenza to be fully accomplished, and sundry last-minute adjustments of the car to be made. The morning dawned misty and unpromising, but later the visibility improved as the mist lifted, and a decision was made to go out for the record there and then.

Through the length of beach available having been reduced from 11 miles to 9, the speed of the



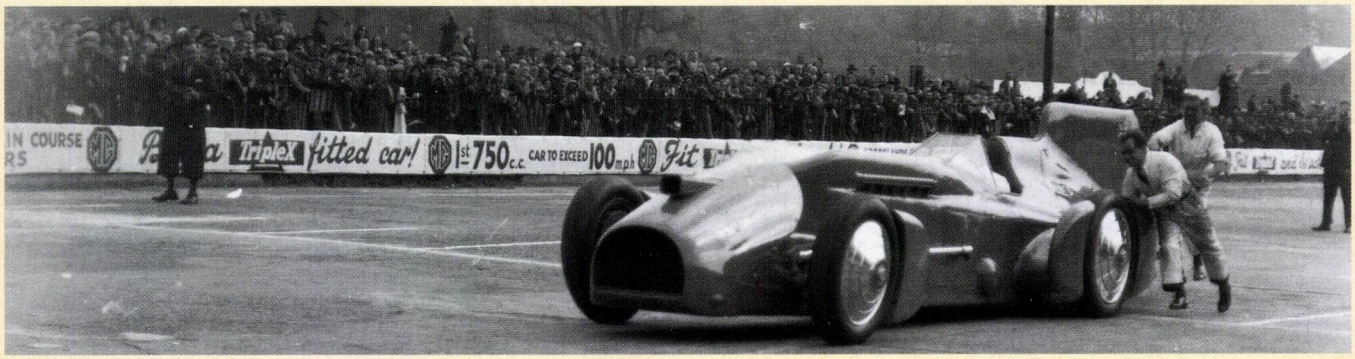
***Sir Malcolm Campbell, whose determination and skills deserve our highest admiration***

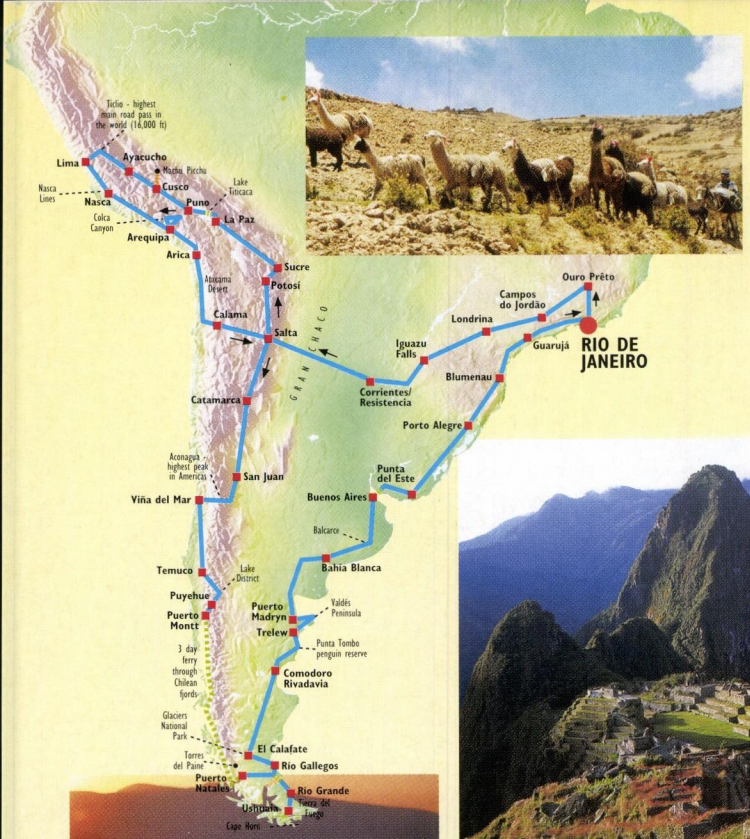
"Bluebird's" first run was awaited with great interest. 50,000 people were lining the sand hills down the length of the course as the car set off to gather speed. The mist was still heavy enough to make everyone anxious for the welfare of the driver, but with superb judgement Campbell held the car under perfect control, as it hurtled into sight like a projectile. Then came the news "273.566 mph" and a cheer went up from the excited spectators.

On the second run the car seemed to bump a good deal, and at one moment gave a sudden lurch, but with his customary skill Sir Malcolm held the car to its course and recorded the terrific speed of 270.676mph. Quickly the mean average was worked out, and the spectators went wild with excitement when it was announced that "Bluebird" had set a new world's record for the flying mile with a speed of 272.108mph.

One hardly knows how to start praising all those connected with this marvellous achievement. The driver, Sir Malcolm Campbell, who has broken the land's speed record no fewer than four times during the last few years at a speed of over 200mph. The designer, Mr Reid Railton, whose genius has enabled the great car to be controllable at hitherto untried speeds. The erectors, Messrs Thomson & Taylor Ltd, and the manufacturers of the component parts. The Rolls-Royce engine, which has repeated the Schneider Trophy and World's Air Speed record in such a convincing manner, developing 2350hp at 3200rpm and weighing only 11oz per hp. The manufacturers of the tyres, the Dunlop people, on whose efforts the success of the record and the life of the driver depend to a fundamental degree, having to combine resistance to the cutting effect of small shells with the thinnest possible tread. The accessory suppliers, notably Messrs CC Wakefield & Co Ltd, whose Castrol oil has been used on every occasion when 200mph has been exceeded. The Smith instruments, vital to the necessary co-ordination between driver and car; relieving the driver of excessive fatigue; and Pratt's, whose Ethyl was used once more, together with KLG plugs. Finally, the mechanics who travelled with the car to Daytona, under the direction of the ever cheerful Villa.

Altogether a marvellous show, of which every Britisher has every reason to be extremely proud. M








# THE INCA TRAIL

## CLASSIC RELIABILITY TRIAL AND 4x4 ADVENTURE DRIVE

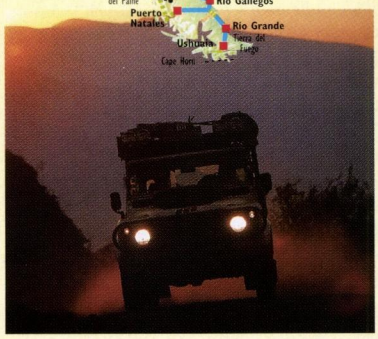


***In October 2001, around 100 crews in classic cars and modern 4x4s will embark upon one of the world's greatest ever motoring adventures. It'll be a rally full of superlatives: the highest, the most southerly, the most stunning...***

Lasting seven weeks, the Inca Trail is a 22,000 km odyssey around some of South America's most incredible sights. It will lead competitors from spectacular Rio de Janeiro to the breathtaking lost city of Machu Picchu; across 5,000m high Andean passes and the windswept wilderness of Tierra del Fuego; from the Atacama Desert, the world's driest place, to the mountainous splendour of the Chilean fjords. It'll be an event full of competition and camaraderie in the mould of HERO's fantastic 1998 London - Cape Town rally which set the rally world talking for months.

Already enthusiasts from London - Cape Town have booked their places with us. They will be joined by others from Spain, Portugal and the rest of Europe, the US and South America itself – a veritable League of Nations!

# BLAZING IT WITH HERO!





### What they said about London - Cape Town 1998

*"It was everything you promised... Your organisation was superb and extremely professional. The route was well thought out. The frontier arrangements were amazing."*
***Ray and Lesley Wallbridge, Toyota Land Cruiser (Zimbabwe)***

*"I could have turned round at Cape Town and driven back... Africa was better than all my expectations."*
***David Biggins, 1923 Vauxhall 30/98 & 1998 Ford Explorer (UK)***

***More information from our website, including advance recce snapshots; or write, telephone, fax or e-mail us for our detailed brochure, full regulations and an entry application form.***



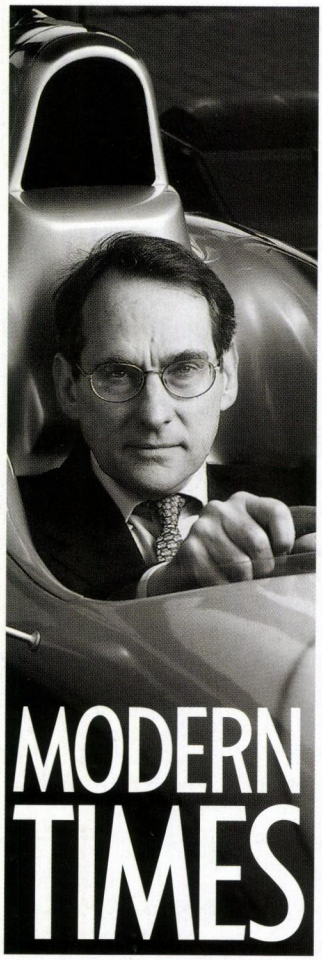


### INCA TRAIL Open Day

***For anyone entered or thinking of so doing. It's set for Saturday June 10th at the National Motor-cycle Museum, Birmingham. Full update from John Brown on route details, plus the chance to obtain advice and benefit from the experiences of other long-distance rallyists. A "must", and not to be missed!***


**HERO – the Historic Endurance Rallying Organisation**
The Town House • Leigh • Worcester • WR6 5LA • UK
tel (+44) 01886 833505 • fax (+44) 01886 833144 • e-mail info@hero.org.uk
**www.hero.org.uk**


*Photos: Mike Johnson/John Brown/South American Pictures. Some photos illustrating The Inca Trail are taken from other HERO rallies.*



# MODERN TIMES

IT'S NOT FAIR. HERE I AM POUNDING MY keyboard a few hours before jumping on the jumbo to Melbourne, and there you are reading the result of my labours after it's all over. You know precisely who won the first GP of the new century, and why: but I can only guess. That's deadlines for you.

But we don't need a crystal ball to know that, every year, the team that arrives for that first race fully prepared, with a fast, well-sorted and reliable car, gains an advantage that will probably hold for the rest of the season. Eight years out of ten in the last decade, the driver who won the opening round ended up Champion. By contrast, last season's new McLaren was hugely fast but clearly unready for the opening round - a *dis*advantage from which, without Schumi's Silverstone accident, they wouldn't have recovered, and which in any case lost them the Constructors' title.

For Nick Heidfeld, Jenson Button and Gaston Mazzacane, the daunting hurdle of the first Grand Prix will now be surmounted, to some degree at least. Of course, if a rookie can earn points first time out, he's almost invariably destined for great things – *almost* invariably, if you remember Giancarlo Baghetti, who made history by winning his first Championship Grand Prix but achieved little else. In recent years Alain Prost, Johnny Herbert, Jean Alesi and Eddie Irvine have all managed it, and Jacques Villeneuve led all but the last five laps of his first Grand Prix before finishing second. Often forgotten from this list is its newest recruit, Pedro de la Rosa, who earned himself and Arrows a point for sixth in Australia last year, and who has more talent than most people realise.

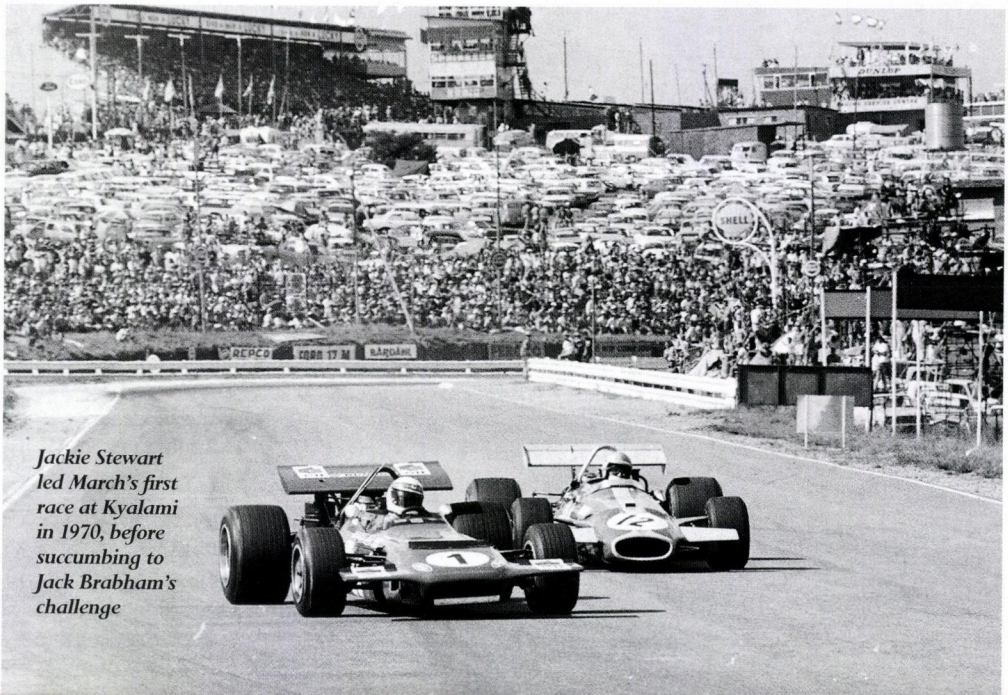
As BAR learned last season, it's much harder for a team to get it right from the start: but it has been done. When Max Mosley announced the creation of March at the end of 1969 he claimed, amid much derision, that he would have two cars on the front row of the grid for the first Grand Prix of the new season. And that's exactly what happened. Jackie Stewart beat the Ferraris, Lotuses, Brabhams and McLarens to take pole in his blue Tyrrell-entered March, and Chris Amon was alongside in the red works car. Stewart led the race, and finished on the podium: then he won round two in Spain. But, discounting the return of Mercedes in 1954, only Wolf achieved the impossible and won its first Grand Prix when Jody Scheckter won in Argentina in 1977.

These days, every car on the grid for the first race will be brand new, but few will be much more than a development of what has gone before. In the past, dramatic newcomers were more frequent. The mid-season arrival in the Reims paddock in 1954 of the three silver Mercedes streamliners must have been truly sensational. They finished first and second.

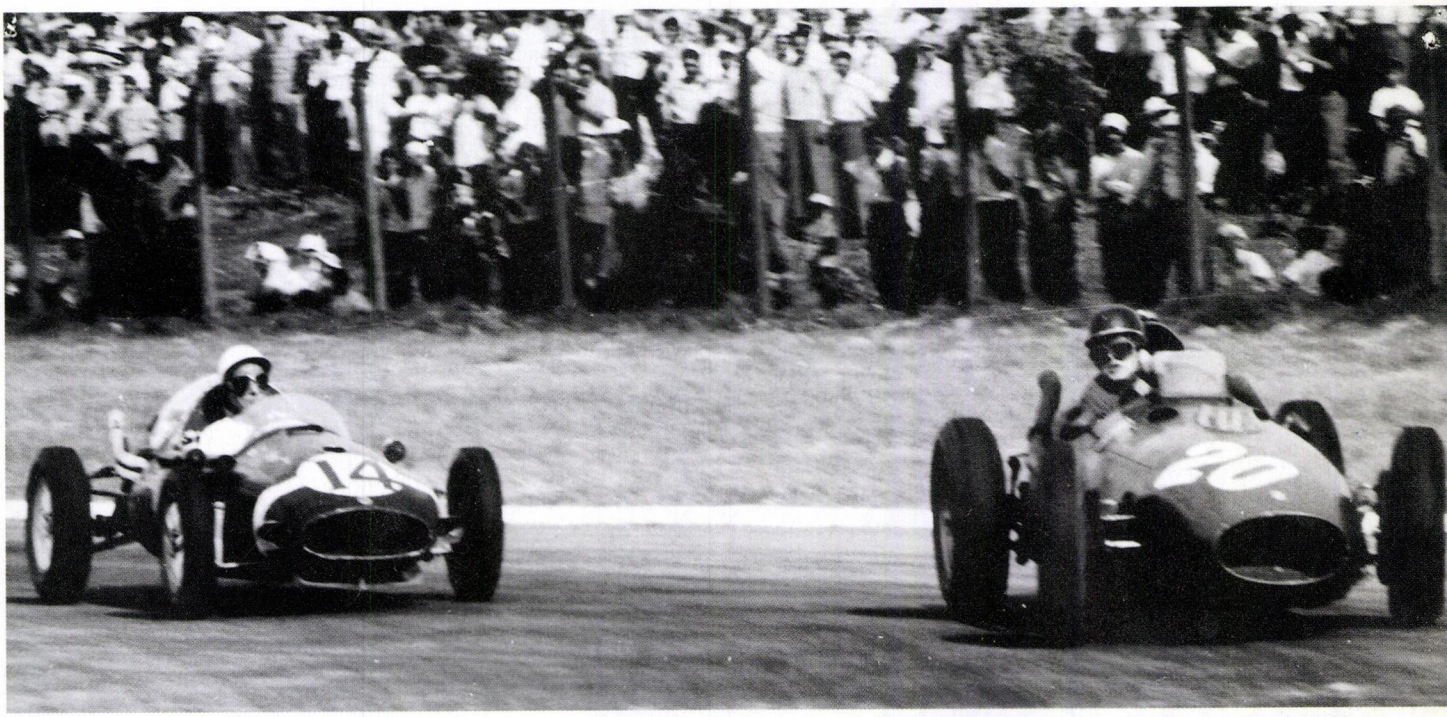
In 1962 the season opened in late May with the Dutch Grand Prix at Zandvoort, and Team Lotus turned up with their astonishing new Mark 25. It recreated monocoque construction in an F1 context, and also brought the reclining driving position to a new low, all in a tiny, elegant car of great functional beauty with a cockpit so tight-fitting that the steering wheel had to be little bigger than the span of the driver's hand. Clark led until clutch trouble intervened, but for the next three years the 25 and its derivative, the 33, usually either retired or won, bringing Jimmy the world title in 1963 and 1965. Before long spaceframes had disappeared in F1, and every car had a monocoque.

On the fifth anniversary of the 25's debut at Zandvoort – although not this time the first race of the season – came Chapman's next seminal design. The 49's monocoque ended behind the cockpit, with the new Cosworth DFV bolted to it as a stressed member to carry the rear suspension. Soon the other teams had copied that, too.

Sometimes the opening races turn out to be a poor guide to the form of the season. In 1981 Riccardo Patrese started his final year with Arrows by taking pole position at Long Beach. After 337 Grands Prix it remains their only pole, and they have still to win a race. Jean-Pierre Jarier's Shadow




***Jackie Stewart led March's first race at Kyalami in 1970, before succumbing to Jack Brabham's challenge***




***One of the most significant F1 upsets ever: Stirling Moss hustles the little Rob Walker Cooper inside Mike Hawthorn's Ferrari at Buenos Aires in 1958***

was on pole when the 1975 season opened in Argentina; the car did not survive the warm-up lap. And in 1979 Ligier driver Jacques Lafitte began the season with two pole positions and two magnificent victories on the trot in Argentina and Brazil. Thereafter it all seemed to go backwards. Legend says that in South America they'd lucked into the perfect chassis set-up, and someone wrote down the settings on a Gitanes packet. By the time they got back to Europe for Round 3, the fag packet had been thrown away...

Occasionally the first race of the new season throws up a trend which is truly epoch-making. That happened in 1958. New F1 rules had banned alcohol fuel, and also reduced the minimum race distance from 500 kms or three hours to 300 kms or two hours – as it remains today, 42 years later. By the time the teams had to leave Europe for the first race, the Argentine Grand Prix on January 19, neither Vanwall nor BRM had got their cars to run right on pump fuel, so both simply gave the race a miss.

In Vanwall's absence Stirling Moss had no car to drive, so at the last minute Rob Walker put his 2-litre Cooper on a plane to Argentina, with a few tools and just two mechanics, the legendary Alf Francis and his young Aussie assistant Tim Wall. Rob didn't go himself. No-one took the tiny Cooper seriously, and the weekend started badly when Stirling's new wife Katie Molson poked her finger in his eye larking about in their hotel. The cornea was badly damaged, and Stirling did much of practice one-eyed, wearing a patch! As the grid lined up in the choking heat of Argentine high summer, only three privateer Maseratis were behind him.

Fangio's Maserati 250F was on pole, followed by the Ferraris of Hawthorn and Collins, Behra's Maserati and Musso's Ferrari. To reduce cockpit heat the indefatigable Alf had re-routed the Cooper's oil and water pipes, and on the morning of the race Moss asked him to fit a drink bottle, filled with orange squash. The abrasive track was so hard on tyres in that heat that Alf reckoned a set could only last 50 of the race's 80 laps. But Stirling knew the only way he could beat Fangio and the Ferraris was to try to do the race without a stop.

His vision still blurred, Moss ran into further trouble after only four laps when the Cooper's clutch failed and the car jammed in second gear. After wrestling for a lap he managed to free it, and did the rest of the race clutchless. Despite this he worked his way up the field, the nimble little Cooper flying through the twists of the Buenos Aires circuit, and when the front runners made their mid-race pit stops Stirling found himself in the lead.

The Ferrari and Maserati teams weren't worried: this funny little English car with its undersized engine in the back would have to make its stop soon. Alf confirmed their belief by ostentatiously bringing out jacks and four fresh wheels onto the pit apron just after half-distance, but still Stirling stayed out, driving as smoothly as possible to preserve his tyres. He was peering anxiously at his fronts, and in the mirrors at his rears, and a dozen laps from the end he could already see the white canvas showing through the black rubber on all four.

But they held, and he won by 2.7 seconds. It was one of Sir Stirling's most brilliant victories, and classic Moss – the underpowered underdog, with all sorts of handicaps, beating the works teams. And it made history: the first World Championship race won by a rear-engined car, the first won by a private entrant, and victory in the first race he drove for Rob Walker. It was the start of four wonderful years of collaboration between these two very English men.

The following year Jack Brabham's Cooper took him to the World title, and – apart from the 1960 Italian Grand Prix, boycotted by the British teams because of a dispute over the use of the Monza banking – Tony Brooks' win for Ferrari in the 1959 German Grand Prix at Avus was the last for a front-engined car. Within two years, the revolution ignited by Stirling's win in Buenos Aires was pretty much complete.

By contrast, there is one opening round which, in retrospect, can be seen more as an end rather than a beginning. The South African Grand Prix at Kyalami on New Year's Day 1968 ended in a sweeping 1-2 for the Lotus 49s. But it turned out to be the last Grand Prix, and the last win, for the great Jim Clark. Three months later he died when a tyre deflated on his F2 car at Hockenheim.

And it was the last time that the Team Lotus cars ran in a Grand Prix in their classic green and yellow colours. By round two in May they wore the garish red, white and gold livery of a brand of cigarettes. Once again Colin Chapman had changed the face of Formula One, for ever. M

# LETTERS FROM READERS

**Write to:** MOTOR SPORT, 60 Waldegrave Road, Teddington, Middx TW11 8LG, Great Britain. **E-Mail:** motorsport@haynet.com

The Editor reserves the right to edit all letters

## DAN GURNEY WRITES...

SIR,

Our copy of MOTOR SPORT (February 2000) arrived a few days ago and it was with great pleasure and pride that I saw the Eagle on the cover next to the Lotus 49. I certainly enjoyed the article and the nice compliments on the car and my performance. Some of my recollections differed a little bit from yours in some instances, but of course the events you described happened a very long time ago.

I have fond memories of that time in England and on the Continent and of the people who were involved in the project. Looking back now from the vantage point of 'almost' old age, I marvel about what young, ambitious and passionate men can accomplish. The Eagle, while campaigned by Anglo American Racers on the Grand Prix circuit, was actually built here in the States by All American Racers in Santa Ana. I feel that Michael Daniels, Harry Weslake's stepson, certainly deserves a mention since he was the main driving force behind all the many miracles achieved by the very small force of dedicated and talented people at Weslake's in Rye during our all too brief Eagle effort in F1.

Our winning Spa Eagle was acquired by Miles Collier about ten years ago. It is in his museum in Florida and every once in a while it shows up at some historic event. Last time I saw it was at the Festival of Speed at Goodwood in June 1995. (I drove the sister car).

Thank you so much for devoting so much space to the Eagle. It is quite a beautiful bird and evokes an era in motorsport history which was glorious, tragic and wonderful.

*I AM, YOURS, ETC.*

*DAN GURNEY, ALL AMERICAN RACERS, INC, SANTA ANA, CALIFORNIA, USA*

* * * *

## LEN TERRY REPLIES...

SIR,

Having just read through the February edition of your magazine, I thought I'd write a few comments and minor corrections to set the record straight.

The Bill Boddy article on the pre-war Austin racing cars was of particular interest to me as I remember clearly being most impressed with the 750cc single seaters at Crystal Palace in 1938 and 1939. Along with George Abecassis' Alta 1.5-litre they were to me exactly what a racing car should look like. They sounded right too as they went through Stadium Dip – my favourite spectating spot.

Turning to the 'Fiberglas' item, it should be noted that Lotus began using GRP some time before the 18. I think it started with the Eleven when the bodywork specialists Williams and Pritchard latched on to its potential. Also the author seems to have forgotten the Rochdale Olympic – designed by Richard Parker – which was probably better, design-wise, than the Elite.

But naturally, my main interest was in the Eagle/Lotus story and very good it was too, generally; complimentary as well! However, there were a couple of factual errors that should not go uncorrected. First and foremost, although Dan's father dreamt up the G-Eagle badge, the whole of the car (in both versions) including the nose-cone and the rest of the body was my responsibility alone. Also, the F1 version was not merely a thinner-skinned Indy car but a separate entity, albeit with many similarities. When reviewing its design, it should be taken into account that, working single-handedly and starting in September of 1965, I was called upon to design and draw (with no CAD then) from scratch, two easily-produced racing cars for two different formulae in a virtually new set-up and have them ready for testing in March '66. As there was no existing hardware to call upon, this entailed all new castings and forgings, etc. for the running gear, to say nothing of the other 101 items that go to make up a complete race car. And of course, the procurement and production all had to be supervised to ensure accuracy.

That the cars finished up a little on the large size was down to the fact that Dan was the smaller of the two proposed drivers, the other being Gerry Grant – about 6ft3in and 220lbs! Also the fuel capacity for Indy had to be taken into account. Nevertheless, the F1 car collected championship points in only its second race and one of the Indy cars led the event and looked a certain winner until an engine problem side-lined it.

Ah, memories are made of this, even though they may differ from person to person.

*I AM, YOURS, ETC.*

*LEN TERRY, LINCOLN, LINCOLNSHIRE*

* * * *

## GARNER AND GRAND PRIX

SIR,

I greatly enjoyed Andrew Frankel's 'Silver Screen Racer' in January's issue, but having co-written with John Frankenheimer the sequel to *Grand Prix* in 1988 (the story of a man and woman teaming up at Le Mans titled *Endurance*, but never produced after Cannon films went broke and the dreadful *Days of Thunder* killed motorsports pictures in Hollywood for years thereafter) I think I can add a few historical footnotes to the story.



***James Garner and director Frankenheimer not exactly close...***

Let me preface this by saying I think Jim Garner is a wonderful guy and a fine actor, but he was not the first choice for the role. A relative unknown named Robert Redford turned it down, for reasons I don't know. Enzo Ferrari initially refused to co-operate with the picture until John showed him 20 minutes of wild racing footage that convinced the Commendatore that Frankenheimer knew what he was doing. Ferrari's only proviso: he didn't care if his drivers lived or died, so long as his cars did not break down on the track.

Sadly, Frankenheimer and his star did not get along, a not uncommon situation in the business. This may or may not have prompted Frankenheimer to remark to me, "There was only one thing wrong with the picture. Yves Montand was our most sympathetic character. We killed the wrong man."

John and I remain proud of *Endurance*, which holds up today (despite the obsolescence of the Porsche 962, which our stars drove). However it will probably never be produced, leaving my film-writing *resumé* to include only the hokey but wildly successful *Smokey and the Bandit II* and *Cannonball Run* flicks. The latter might have been quite a good adventure comedy had its original star, Steve McQueen, not taken ill and been replaced by the egregious Burt Reynolds. But that's another story for another time. Hooray for Hollywood.

Congratulations on producing the most elegant and erudite motor racing publication in the world.

*I AM, YOURS, ETC.*

*BROCK YATES, EDITOR-AT-LARGE, 'CAR AND DRIVER' WYOMING, NEW YORK, USA*

* * * *

## GROUP ONE, ANYONE?

SIR,

I thoroughly enjoyed the article recalling Formula 5000 in your December issue. I could almost hear the V8s rumbling again.

Harking back to that same era, please can we have an article on the Group One racing series? The motley collection of machinery such as Moskvitches and Mini 1000s, often inexpertly piloted, was never less than entertaining. It must have provided an entry to the sport for many who went on to bigger, if not better things.

I do hope you can find somebody who will admit to remembering it to do the job.

*I AM, YOURS, ETC.*

*STEVE WILLIAMSON, HIGH PEAK, DERBYSHIRE*

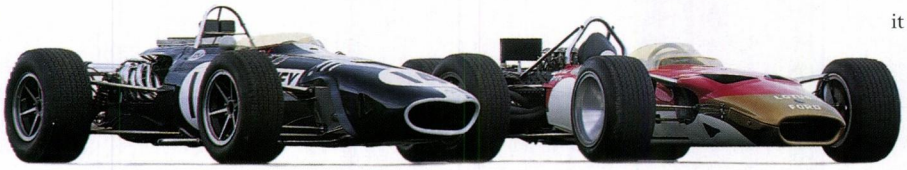
* * * *

## A MILLER'S TALE?

SIR,

From time to time in motoring magazines, I have seen photos and brief details on the Miller racing cars from the USA.

During the 1920s these cars, some of



*For Dan Gurney, Eagle and Lotus 49 pairing evokes memories of a "glorious, tragic and wonderful" era*

which featured front-wheel drive, won many big races in that country.

It is also a fact that Ettore Bugatti inspected one of them in France and copied Harry Miller's twin-cam straight-eight design for use on some of his racers.

I don't know if in the past MOTOR SPORT has ever profiled these cars; regardless, perhaps it's time now to have a detailed look at how they worked, how they drove and something about the man himself.

*I AM, YOURS, ETC.*

*L VINCENT, BEDFORD, BEDFORDSHIRE*

* * * *

## MORE BODDY COPY

SIR,

Would you please allow me through your letters page to add further praise for WB? Over Christmas I read Christopher Hilton's excellent book *Hitler's Grands Prix in England.* This I thoroughly enjoyed and it served to remind me of the debt that we, motorsport enthusiasts, owe to the motoring press.

That profession can be no better represented than by WB, whose erudite jottings have spanned a good number of decades. How many regular readers, such as myself, first flick through MOTOR SPORT on its arrival to see what WB is writing on.

Keep up the articles, with the grateful thanks of your readers.

*I AM, YOURS, ETC.*

*PAUL GIBBONS, BEARDLEY, WORCESTERSHIRE*

* * * *

## DESERT ISLAND BOOKS

SIR,

In your February issue WB asked what book readers would like to take to a desert island. Might I suggest LJK Setright's recently published *A Private Car?* With, cunningly squeezed into the slip case, *Diary of a Nobody* or *The Wind in the Willows* for those occasional non-motoring moments.

*I AM, YOURS, ETC.*

*RICHARD BARNETT, ETON WICK, BERKSHIRE*

* * * *

## HISTORY LESSONS

SIR,

In accusing you of rewriting history, Alan Baker (Letters, February 2000) is himself guilty of being very selective with the truth.

Yes, Jochen Rindt was lucky at Clermont-Ferrand, but his "poor practice" was due to severe stomach upset and a facial injury caused by a flying stone. Brabham's misfortune at Monaco was a crash partly brought about by the pressure of Rindt catching him at well over a second a lap in his Lotus 49 (basically a three-year-old design).

When Mr Baker says that Rindt wouldn't have seen which way Ickx went that year if the Ferrari 312B had come fully on song earlier in the year, he forgets that Rindt had even more problems with the Lotus 72; so much so that he only actually raced it in six Grands Prix.

As for the nonsense of "if Jackie Stewart had had the Tyrrell 001 for more than the last couple of races"; I am sure that many drivers would be winners in next year's car!

Finally, in suggesting that Rindt's title was undeserved, Mr Baker forgets the very significant fact of his untimely death at Monza, which caused him to miss the last four races of the year. And he was still the champion – with five more points than Ickx and a full 20 more than Brabham and Stewart!

No, Mr Baker, the 1970 world championship had a very deserving winner.

*I AM, YOURS, ETC.*

*ROBERT GILL, PORTSMOUTH, HAMPSHIRE*

* * * *

## ACTUAL REALITY

SIR,

I trust that the Grand Prix Legends computer game and my computer will function in unison one day. Unfortunately, despite a computer of suitable specification they refuse to co-operate. But I have an alternative suggestion. Purchase a sound, out of fashion, single-seater (eg a mid-eighties Formula Ford, a Formula Vee, etc). A suitable one can be obtained for considerably less than five thousand pounds. These cars are not slow. No less a person than Eddie Irvine claimed that he could lap his Formula Ford at a similar speed to that achieved by an early '60s GP car.

Contact a firm that organises driving days – Wheeltorque, Club 96 – details can be found in the publication *Circuit News.* Pay for a trip and drive the real circuits. I find that reality is ample recompense for not racing a simulated hero from the past.

*I AM, YOURS, ETC.*

*PJ HUSTON, BOSTON, LINCOLNSHIRE*

* * * *

## JOURNEYS THROUGH GAUL

SIR,

Further to David Goodridge's letter of March he may be interested in my drive back to Calais after last year's Belgian Grand Prix.

Leaving my hotel after breakfast en route for Reims, I first made for Chimay on the Belgian/French border (Michelin map 241). The circuit is still there, recognisable and by the look of it used now for motorcycle meetings. Didn't David Purley once win the GP des Frontières there in Formula Three? A couple of laps and a few photographs, and my Alfa 156 was pointed south across the Champagne region towards Reims; magnificent driving on almost deserted roads. An unexpected detour towards Paris on the autoroute (poor navigation) brought me to Thillois, the D27 and the crumbling pits and grandstands. More laps and photographs, and a dash back to Calais complete with FF600 speeding fine. And all in part inspired by your excellent series on circuits which shows that if you buy the maps you can probably find, and drive, the old circuits.

*I AM, YOURS, ETC.*

*DAVID FISHER, FEARNHEAD, WARRINGTON*

* * * *

## FEELING BUBBLY

SIR,

I was thrilled to read Matthew Franey's excellent article about the Nürburgring, having driven there in a June 1974 Interserie 300Km sprint race, with one or two other starters on the grid.

I not only won the Newcomers Award, a Nebuchadnezzar of Moet and Chandon's finest, but was given £500 start money as well! This helped with the costs of towing my McLaren Can-Am behind my Rolls-Royce Silver Cloud to Germany.

I will never forget, in the very wet practice session, on the extremely fast main straight, the sight of the Porsche 917-10 of Jody Scheckter fishtailing past me at just under 200 mph, his orange gloved hands constantly correcting the direction of the wayward wheels!

To race around the Nürburgring has got to be one of my life's major privileges.

*I AM, YOURS, ETC.*

*MALCOLM CLUBE, KENSINGTON, LONDON*

* * * *

## TWO IN ONE

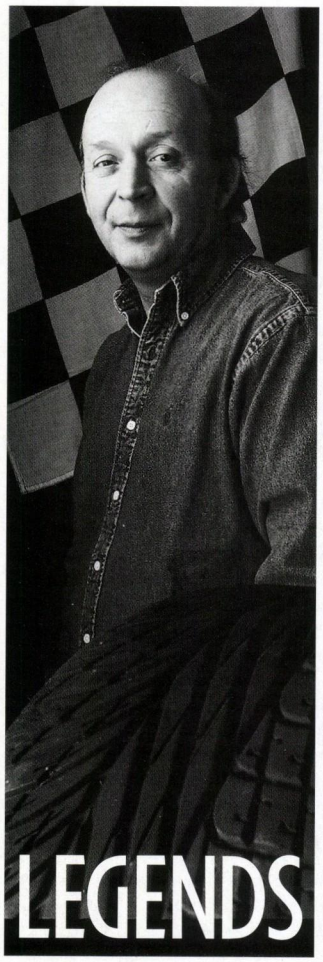
SIR,

In answer to Sheridan Thynne's (January 2000) query asking for any more examples of two different circuit configurations being used during one event. While no other Grand Prix has had this happen, it has occurred during a World Sports Car round.

The 1957 Buenos Aires 1000km race was held at the Circuito de la Costanera Norte, the shape of which was similar to the AVUS circuit, but with flat hairpins. After the first practice the circuit was considered unsafe and a chicane was added on the main straight to slow down the cars.

*I AM, YOURS, ETC.*

*DAVID SMITH, STUDLEY, WARWICKSHIRE*




## ESTORIL, 1985

FOR MANY OF US, GRAND PRIX RACING entered a fallow period after the death in May 1982, of Gilles Villeneuve, and none felt that more keenly than Denis Jenkinson. Even though, with his love of horsepower, he adored the turbo era, he would mutter wistfully that now there was no driver around who could truly do justice to it.

Anyone who knew him well will attest that Jenks had thought processes all his own, and that occasionally these paid only modest tribute to logic. What about Alain Prost? "Makes it look too easy," he would reply.

You would point out that he had said the same of Jimmy Clark, whom he revered. "Different." Why is it different? "Just is..."

Eventually, though, someone always came along to capture Jenks's imagination, and this time he didn't have long to wait. Through 1984, Ayrton Senna's first Formula One season, with Toleman, he made approving noises, and by the following spring had become his most devoted fan.

It was a rainy April weekend in Estoril that did it. On the Saturday, Senna, now with Lotus, took the first of his 65 pole positions, and on the Sunday he scored the first of his 41 Grand Prix victories. Did it wonderfully, too; a drive for the gods.

On the Monday Ayrton boarded his flight back to London – and found himself sitting next to the little man with the beard. Although Jenks had maintained close links with the engineers in F1, he had for some time adopted a different policy towards the drivers: "Don't talk to them any more – waste of time."

Hence, he and Senna had never spoken before, but Ayrton was a man who knew his history, who had long read about motor racing, appreciated the extent of Jenks's wisdom and experience. All the way back to Heathrow they chatted animatedly, and by the time the aeroplane touched down, DSJ had a new hero.

The day before, I had watched the Portuguese Grand Prix with him, stood at the first corner in torrential rain for two hours, well aware that a new era was beginning. Jenks, his cap dripping, glasses all misted up, was exultant as Senna took the flag. "Villeneuve all over again, isn't it? A racing driver who's ahead of his car..."

Ayrton had taken the lead at the start, and simply driven away from everyone. For a man in only his 17th Grand Prix, and in conditions unthinkable for racing today, it was a numbing performance.

Although the sky was briefly blue on race morning, by the warm-up the clouds were thickening, and as noon approached it began to rain. By 1.30pm it was torrential, but there was no question of delaying the race; even in '85, TV waited for no man.

Next to Senna's Lotus-Renault on the front row was Alain Prost's McLaren-TAG, and behind them were ranged Keke Rosberg's Williams, Elio de Angelis's Lotus, Michele Alboreto's Ferrari and Derek Warwick's Renault.

The evening before, Prost, although four-tenths slower than Senna, had felt good about his chances. "I didn't run a lot of boost in qualifying so I was not too good in the straight. But now I have the handling exactly as I like it."

The torrential rain, though, put him – and everyone else – back to square one, for set-up was now a matter of guesswork.

At the start Senna was smoothly away, without too much wheelspin, but into the first corner there was black and gold, rather than the expected red and white, in his mirrors. De Angelis had beaten Prost away, and Rosberg was left on the grid, stalled.

At the end of lap the Lotuses came through 1-2, followed by Prost, Alboreto, Warwick and Niki Lauda. Ayrton was treading warily, but just doing it way faster than anyone else. Making the most of his clear vision, he was already lapping at a speed beyond his team mate; after two laps he was three seconds up on Elio.

If one Brazilian looked on course already for victory, another faced perhaps the most dispiriting afternoon of his racing life. For the first three laps Nelson Piquet's Pirelli-shod Brabham somehow resisted Stefan Johansson's Ferrari, but a queue was forming up behind them. The Pirelli



***Senna leads the field into the first corner at Estoril. It was the beginning of an F1 master class***




***Lotus's Peter Warr begins the celebrations as a victorious Senna returns to parc fermé. It was the Brazilian's first win and, he considered, maybe his best***

wets, it was clear, were dire, no match for the Goodyears.

Piquet would stop many times for new tyres, and on the last occasion surprised his mechanics, let's say, by alighting from his vehicle, and disappearing into the pit. A little while later he smilingly reappeared, now in clean and dry overalls. There was, after all, no hurry, was there?

Eventually Nelson called it a day, as had Jacques Laffite, who parked his Ligier after 16 laps, shrugging that the conditions were absurd, that the race should have been stopped, as at Monte Carlo a year earlier.

Back then, of course, there was no Safety Car, no facility for continuing the race 'under yellow' until the weather improved. And Laffite was not alone in his views. Afterwards Lauda would complain vociferously about the conditions, and even Senna frequently gesticulated to officials that they should call a halt to the race.

They didn't, though, even when Rosberg crashed at the long right-hander before the pit straight, his car coming to rest in the middle of the track. Keke, his right thumb broken, quickly scrambled out of the cockpit, and ran to safety, but there were some terrifying moments as drivers swerved around the beached Williams.

Far and away the most imperturbable man on the circuit appeared to be the leader. After 30 laps, Senna led by more than half a minute, and Prost continued to crowd de Angelis for second position, with Alboreto's Ferrari not far behind them.

As Prost pounded down the pit straight to begin lap 31, the McLaren suddenly began to weave, veering first left, then right, then breaking into a spin. Alain could do nothing to keep it from hitting the wall: "It was raining very hard just then, with deep puddles, and in the spray it was impossible to see where they were. I was doing maybe 290kph, and once you start aquaplaning at that speed, you are finished..."

A little while later, Alboreto found a way past de Angelis, and Patrick Tambay's Renault, too, went by the Lotus. After 67 of the originally scheduled 69 laps, the two-hour mark was passed, and the chequered flag went out to Senna. Even before reaching the first turn he had flung off his belts and was half out of the car in his joy.

As he talked about the race later, though, Ayrton's exuberance had given way entirely to sober reflection. "The big danger," he thought, "was that conditions changed all the time. Sometimes the rain was very heavy, sometimes not. I couldn't see anything at all behind me. Once I nearly spun in front of the pits, like Prost, and I was lucky to stay on the road.

"Maybe people think I made no mistakes, but that's not true – I've no idea how many times I went off! On one occasion I had all four wheels on the grass, totally out of control... but the car came back on the circuit. Everyone said, 'Fantastic car control!' It was just luck..."

Eight years later, in similar conditions, Senna would win for McLaren at Donington, and many suggested it was his greatest drive. Ayrton snorted at that: "No way! I had traction control! OK, I didn't make any mistakes, but the car was *much* easier to drive. It was a good win, but, compared with Estoril '85, it was nothing, really..."

Watching him that day in Portugal, I was sure he was taking the first turn at least one gear higher than usual, and later I asked him about it. "Of course I was!" he retorted. "Less wheelspin... easier to drive. Wasn't everyone doing that?" Well, no, actually. M

# Wake up to the deal of



# Subscribe to MOTORSPORT for

# the year... and beat the price rise



★ *Get 12 issues of* MOTOR SPORT *for only £31.00*
★ *Saves you £1.17 on every issue*
★ *Offer ends 24th April – so hurry!*

From next month's issue, MOTOR SPORT will cost £3.75. By subscribing now you can avoid this increase and enjoy the convenience of having MOTOR SPORT delivered to your door. This special offer must end on April 24th. So return the completed coupon today.

**CREDIT CARD HOTLINE** +44 1795 414 819 **FAX HOTLINE** +44 1795 414 555

## ORDER FORM

☐ Please start my subscription to MOTOR SPORT for 12 issues for just £31.00
☐ I am a new subscriber ☐ I am an existing subscriber

NAME Mr/Mrs/Ms (Block capitals)

ADDRESS

POST/ZIPCODE COUNTRY

TEL NO E-MAIL

Your subscription choice. Please tick the relevant box for your postal area.

☐ UK 12 issues for ~~£42~~ £31 – save over 26%
☐ Europe 12 issues for ~~£51~~ £41 – save over 20%
☐ Zone 1 USA, India, Middle East, Africa 12 issues for ~~£76~~ £66 – save over 13%
☐ Zone 2 NZ, Australia, Japan, China 12 issues for ~~£87~~ £75.50 – save over 13%

Payment details
☐ I enclose a cheque drawn on a UK bank or International Banker's Draft made payable to HAYMARKET MAGAZINES LTD for £ _____
☐ Please charge my credit card ☐ Mastercard ☐ Visa ☐ Amex ☐ Switch ☐ Delta

CARD NO. ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

VALID FROM ☐☐☐☐ EXPIRY DATE ☐☐☐☐ ISSUE No (Switch only) ☐☐

SIGNATURE DATE

Send this form (a photocopy is acceptable) to
**MOTOR SPORT, PO Box 280, Sittingbourne, Kent, ME9 8FB, UK**

Offer closes 24th April 2000. Offer open to UK and overseas subscribers. Please allow four to six weeks for your subscription to commence. Responsibility cannot be accepted for applications lost, delayed or damaged in transit. Proof of postage will not be accepted as proof of application.

☐ Tick here if you prefer not to receive details of special offers from other selected companies. M040DP

# 26% less



# Fine Motor Cars

## 15th May

## An Important Sale of British & Continental Motor Cars

## Chiswick House, London

Coys return to Chiswick House for our annual Spring Sale, this important auction has always been a landmark event in the historic motoring calendar.

Highlights of last year's record breaking sale include the fabulous Ferrari 410 Superamerica Series I coupé by Pininfarina selling for £425,000, the 1965 Ford GT40 "Felix" for £345,000, and the ex-Bruce McLaren/David Hobbs Competition E-Type reaching £192,000.

Heading the early line-up for our 2000 sale is a superbly restored 1934 Bentley 3 ½ Litre close-coupled drophead coupé by James Young. Over 100 selected motor cars and automobilia are expected to complete the sale.

COYS
OF
KENSINGTON
—
FOUNDED *1919*

IF YOU ARE CONSIDERING THE SALE OF A MOTOR CAR OR AUTOMOBILIA, OUR EXPERTS WILL BE PLEASED TO OFFER PROFESSIONAL ADVICE.

## *FURTHER ENTRIES ARE NOW INVITED*

Coys of Kensington, 2-4 Queen's Gate Mews, London SW7 5QJ Tel: 020 7584 7444 Fax: 020 7584 2733 auctions@coys-of-kensington.co.uk • http://www.coys.co.uk

MOTOR SPORT

EDITOR
Andrew Frankel
FOUNDER EDITOR
Bill Boddy MBE
DEPUTY EDITOR
Gordon Cruickshank
MANAGING EDITOR
Matthew Franey
ART EDITOR
Simon Wallis
PICTURE EDITOR
Ian Marshall
NEWS EDITOR
Marcus Pye
GRAND PRIX EDITOR
Simon Taylor
EDITORIAL SECRETARY
Davinia Hurn-Shanley
SPECIAL CONTRIBUTORS
Nigel Roebuck, Adam Cooper, John Davenport, Alan Henry, Keith Howard, Mark Hughes, Chris Nixon, Paul Parker
PICTURE LIBRARY
LAT Photographic – 020 8251 3000
ADVERTISING MANAGER
John Deverell
ASSISTANT ADVERTISING MANAGER
Russell Whitehouse
DISPLAY SALES EXECUTIVE
Rita Usanga
SALES EXECUTIVES
Laura Scanlon, Richard Rowe

EDITORIAL DEPARTMENT
Telephone 020 8267 5722
Fax 020 8267 5619

ADVERTISING DEPARTMENT
Telephone 020 8267 5674
Fax 020 8267 5619
60 Waldegrave Road, Teddington, Middlesex TW11 8LG, England

PRODUCTION MANAGER Wolfgang Harles
PRODUCTION EXECUTIVE James Hedge
SUBSCRIPTIONS MARKETING MANAGER Julie Hamilton
SYNDICATION MANAGER Simon Fox
PUBLISHING MANAGER Martin Stahel
PUBLISHER Ian Havard

DESIGN DIRECTOR Paul Harpin
SALES DIRECTOR Derek Redfern
MANAGING DIRECTOR Simon Daukes

MOTOR SPORT
is published by Haymarket Motoring Publications Ltd, a wholly owned subsidiary of Haymarket Magazines Ltd

EDITORIAL DIRECTOR Mel Nichols
MANAGING DIRECTOR Eric Verdon-Roe
CHAIRMAN Simon Taylor

SUBSCRIPTION RATES – 12 ISSUES
UK £39.00; Europe & Eire £49.00; Airmail: Middle East, Africa, India £74.00; Rest of the world £84.00. Postage is free. Payment may be made by VISA, Mastercard or Amex to: Motor Sport Subscriptions, PO Box 280, Sittingbourne, Kent ME9 8FB. Tel: 01795 414819, Fax: 01795 414555
USA (airfreight) per annum $59.40. Second class postage paid at Berkeley Heights, NJ, and additional mailing offices. USPS 698570 POSTMASTER: Send address corrections to EWA, 205 Highway 22 East, Green Brook, NJ 08812; Tel 732 424 7811; Fax 732 424 7814

BACK ISSUES
From £3.00 plus p&p – subject to availability – from Haymarket Reprints, PO Box 200 Abingdon, Oxon OX14 3FG
Telephone: (01235) 534323 Fax: (01235) 523005

DISTRIBUTION
UK Frontline Ltd., Park House, 117 Park Road, Peterborough, Cambridgeshire PE1 2TR. Telephone: (01733) 555161

Colour Origination by: Colour Systems Limited. Printed by St Ives plc
We take every care when compiling the contents of this magazine but can assume no responsibility for any effects arising therefrom. Manuscripts submitted entirely at owners' risk. Byte! Advertisements are accepted by us in good faith as correct at the time of going to press. No part of this publication may be reproduced in any form without the written permission of the publisher.
Copyright © 2000 Haymarket Magazines Limited, all rights reserved.

# NEXT MONTH

On sale Friday 21 April

*In the May edition...*

# THE MOMENTS THAT MADE THE SPORT

## SIX EVENTS THAT CHANGED F1 HISTORY




All contents are subject to change

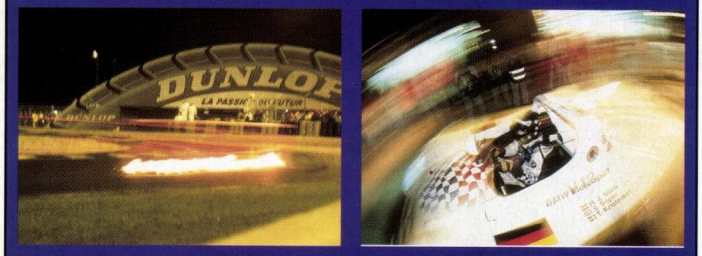
**PLUS**

★ **RON FLOCKHART**

★ **WOMEN RACING DRIVERS**

★ **JAGUAR RETURNS TO THE TRACK**

# 24 HEURES DU MANS




## 17 – 18 JUNE 2000

LE MANS CLUB 24 PASSEPORT avantages

**Get to the very heart of the Le Mans 24 Hour Race.**

## Become a member of the A.C.O. now!

**The Club that created and organises the Le Mans 24 Hour Race...**
bringing superb benefits and value to its members.

**LE MANS CLUB 24 DIRECTLINE (ENGLISH)**
**00 33 243 61 08 24**

WELCOME

**WWW.LEMANS.ORG**

FOR FURTHER INFORMATION

MO SP 04 / 00

**YES please send me a brochure on the benefits of A.C.O. memberships**

*NAME/SURNAME*

*ADDRESS*

*CITY/TOWN* *POSTCODE*

**MAIL OR FAX** THIS COUPON **TO**

*PHONE*

**AUTOMOBILE CLUB DE L'OUEST**
**CIRCUIT DES "24 HEURES" 72019 LE MANS CEDEX 2 FRANCE**
**FAX** 00 33 243 40 24 15

# Back to the Future




The passing years have brought one big advantage to your historic race or rally car… modern technology. For example, Elf's commitment to research and development has resulted in a range of competition fuels specially designed for the needs of historic race and rally cars. Enabling them to perform to the maximum whilst protected from potential damage the wrong fuel can cause.

We have a nationwide distribution network with bases at Silverstone Circuit; Atol in Wimborne, Dorset and Pilkingtons, Chorley, Lancs. There is also a door-to-door delivery service and fuel comes in 25-litre drums.

Choose from a comprehensive range that includes:

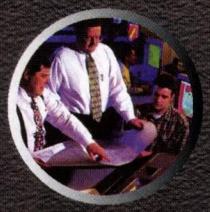
**Atmo Boost** - high octane leaded fuel for 4-stroke engines.

**Avgas 2T 96.7** - high octane leaded fuel for 2-stroke engines.

**Special Cross** - high octane leaded fuel for 2-stroke and 4-stroke engines.

elf

**ELF HOTLINE · 0870 740 0777**

















*Engineering the future...*

Developing the new generation of automotive vehicles depends upon the application of engineering experience to integrate component systems and produce totally successful vehicle solutions.

As the worlds leading engineering and technical services company, MSX International is able to integrate the wealth of knowledge, experience and expertise from all corners of the globe to provide fully developed vehicle programmes.

To find out more about our expertise in engineering, programme management and the unique advantages MSX International can offer, call our team at :

Auburn Hills, USA Tel: + 1-248-299-1000

Basildon, England Tel: + 44 1268 245000

Cologne, Germany Tel: + 49 221 94700300

msx INTERNATIONAL




# JYS

***THERE'S ALWAYS BEEN MORE TO JACKIE STEWART THAN HIS DRIVING ABILITY. HE'S ALSO BEEN A TEAM OWNER, SAFETY CAMPAIGNER AND UNASHAMED PROMOTER OF OTHER PEOPLE'S PRODUCTS. RUSSELL BULGIN ASSESSES THE CAREER OF THE PROTOTYPICAL MODERN RACING DRIVER***

In order to appropriately mythologise Jackie Stewart, he really should be dead, the better to fulfil the time-served, cruelly macho parapsychology of his chosen sport. Not suburban-dead, felled by atherosclerosis or a wayward milk float, but dead like a 1970s racing driver, like so many of his rivals, gothically, bloodily, hopelessly, publicly. But he's not. Jackie Stewart is more than still around. Jackie Stewart is positively chipper. Jackie Stewart, thankfully, is still Jackie Stewart.

And, to begin, remember this: nobody does Jackie Stewart better than Jackie Stewart. Which means that, 27 years since he last raced in a Grand Prix, John Young Stewart OBE remains the prototypical modern Formula One driver. Sharp, self-assured, media-savvy, business-minded, fully understanding not only his role in the sport, but also his place in the wider world and, of course, his value, what he brings to the party, time and again.

A concatenation of dollars and cents and commonsense which, somehow, makes it too easy to overlook the 27 wins from 99 starts, the three World Championships, the unspoken confidence underpinning his chrome-steel grip upon Grand Prix racing from 1969 to 1973.

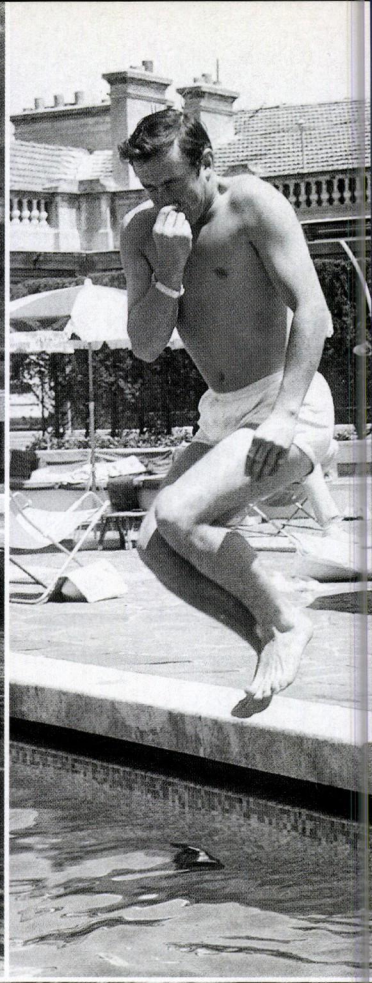
Does his subsequent concentration on being a corporate entity deflect from such sublime on-track domination? Should a man who won by over four minutes at a fog-bound Nürburgring in 1968 really have talked up the original Ford Capri, the car you (allegedly) always promised yourself? It required his participation in just eight Grands Prix to take his first win at Monza, 1965. His victory record remained unbeaten for 14 years. He was exceptional in an era when the line dividing the quick and the dead was worn translucent. He never broke his skin in a racing car.

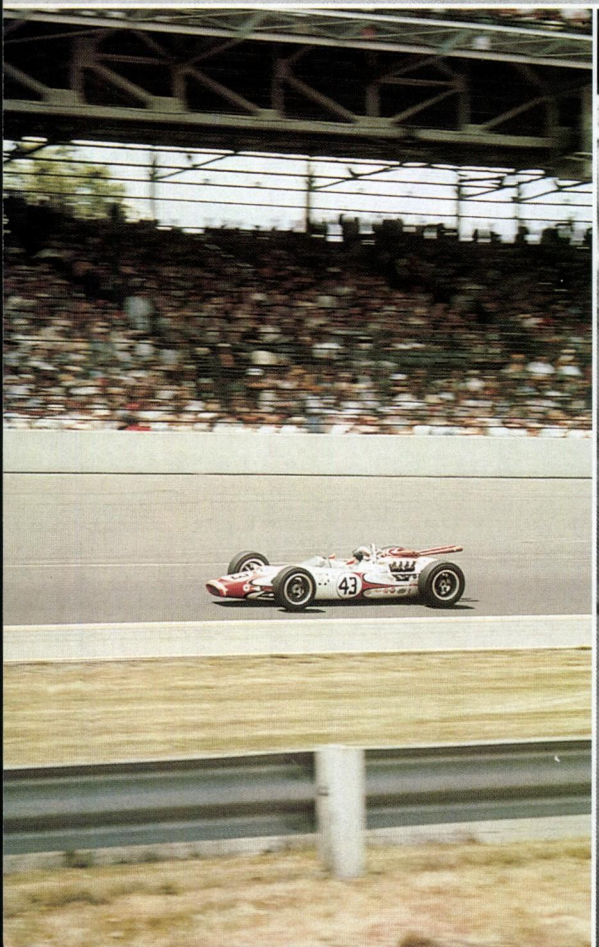
Random stuff about me and Jackie Stewart. Each time we meet and he says "Hello, Russell" I still get that same little buzz. I want to say to him that, when I was 11, he was my man. I want to say to him that, because of one picture, a tiny tartan-on-white crash helmet tucked inside that pot-bellied Matra MS80 on the cover of the June ➳

***Monégasque wave... Stewart's skill at working a crowd has become legend. As comfortable in the boardroom as he was behind the wheel of a Tyrrell, Jackie made the transition from racing driver to businessman with ease. He set the standard which those who followed have strived to reach but only rarely have attained***


JACKIE
STEWART


VEITH-PIRELLI
Autolite
6
elf
MATRA F1




43


BP
3








1969 edition of this magazine, I decided to do the job I do.

I want to say to him that because he wore a Rolex watch back then, I do now. I want to say to him that one of my abiding notions as a kid – that important stuff in life must be achieved before you are thirty years old – is down to him clinching his first World Championship at that age. I want to say to him that I, for one, am really glad he's still around.

There are more Ayrton Senna fans today than before May 1, 1994 and their evangelism is increasingly unequivocal. The television audience for Formula One grew after Senna perished. His accident amplified the real danger of racing and danger is a synonym for glamour in an increasingly sanitised sporting world. Guess what? Glamour sells.

Today's race audience, the on-board camera and timing-by-TAG-Heuer generation, lost the icon who had defined their summer Sunday afternoons for almost a decade. Jackie Stewart lost Jim Clark, Jochen Rindt, Piers Courage, François Cevert and a host of others, just doing their job.

We prefer our heroes tidily packaged, containable. Being dead simplifies the process. James Dean was never a guest star on *Dynasty*, but Jackie Stewart did, during his final racing season, model underpants. I can still remember being on holiday with my parents in Spain and picking up a local car magazine, only to discover a advertisement featuring Jackie Stewart, wearing nothing but his skivvies and a beguiling grin, splashed over the back cover. I already had a Jackie Stewart cap: I passed on the smalls.

Jackie Stewart was always a businessman. When I reported Formula One in the '80s, he earned more than most drivers, without sitting in a race car. My wife, for example, is a huge Jackie Stewart fan – but knows little of him as a racing driver. Growing up in Los Angeles, Jackie Stewart, to her, is the voice of F1 on ABC's *Wide World Of Sports*, a voice to remind her of sitting on the sofa on Sunday afternoons with her dad. A voice full of good memories.

Was he ever going to end up in the family business, as a garage mechanic in Dumbarton? Most racing drivers, you understand, live life compartmentalised into race-test-race and press the flesh: the contemporary Formula One career plan is structured around the notion that once a racer has lost his edge in qualifying, he can disappear to, say, open a golf club. At 60, Jackie Stewart was working 18 hours a day metamorphosing Stewart Grand Prix into Jaguar Racing. And earning the big quid.

He realised, early on, his marketability. Maybe racing at Indianapolis in 1966 revealed new possibilities in a vast new country. He has worked with Ford for 35 years – from Cortina to Focus, think on that – and was also a long-term spokesman for Goodyear, American multinationals both. He had already grasped the codes of professional racing: he taught himself the etiquette of the boardroom, and quickly. He has been a millionaire for half his life.

Never forget he also raced Can-Am, in the fierce L&M cigarettes Lola, while winning in F1, racking up 250,000 airborne miles a year. He drove for Jim Hall's Chaparral team just once: Hall loved his driving, yet even in 1970, could not meet his wage demands. Never forget that, during the 1972 season, Stewart sat out six weeks when a stomach ulcer went bad. For Jackie Stewart, then as now, pressure was always self-inflicted.

This, then, is my understanding of how Jackie Stewart remains Jackie Stewart. I recall listening to him on *My Top Twelve* a BBC Radio One programme back in the '70s, where celebrities were asked to pick their dozen favourite discs. To have an hour of Stewart on the radio was thrilling. Usually just a tiny interview with Barrie Gill on *Sunday Sport*, would bookend another Grand Prix win: Formula One was rarely a television spectacle.

I can remember one thing about Stewart on *My Top Twelve*. He picked a track by Queen and a couple of others from that week's chart. Host Brian Matthew asked Stewart why his choices were so contemporary and, if memory serves, Stewart replied that he was "a modern person". And I can remember thinking, back in a teenage bedroom ➠

***Clockwise from top left: Whether in the wet in a Matra, or getting wet in the pool, Stewart cultivated his public image; Straw caught in F3 Cooper reflects safety levels when JYS started out – by the end of his career he was campaigning for better protection; US opened his eyes to commercial possibilities – he was ambassador for Ford (above) and Goodyear***



with a Jackie Stewart poster blu-tacked to the wall, that Stewart couldn't care less for pop music and that his choices had been picked by somebody else, probably his secretary. Culture barely exists on his radar: culture is what others think about when they have time to kill. Reassuringly for a race driver, he just doesn't understand idling.

He summons absolute focus, projected at what he is concentrating upon right now, be this a project occupying five minutes or five months. Which, for 90 per cent of the past 40 years, has been the care, nurturing and high-bandwidth networking of Jackie Stewart Inc., recreating himself as a globally-recognised brand. Acute dyslexia rules out reading for pleasure and results in his startlingly impressive random-access cranial Rolodex. Detail a non-dyslexic might easily research is compacted within Stewart, simmering gently.

Detail consumes Jackie Stewart. When Paul Stewart Racing, the race team he founded with his eldest son, contested the FIA International Formula 3000 Championship in 1992, six journalists worked the press box for a round at Jerez, Spain – and, every 30 minutes, eight cleaning ladies shuffled in to empty waste-bins and swab ashtrays. This was, as a paddock joke had it, the racing series where not only did the spectators know the names of the drivers, but the drivers knew the names of the spectators.

Yet PSR treated F3000 as a Formula One substitute. The team truckie not only had to wash down the transporter upon arrival, but he also had, on Jackie's instruction, to jack up cab and trailer and rotate each tyre so that the legend 'Bridgestone' on the sidewall was top-dead-centre. Next he picked out each letter of the logo individually in white. Because by now Jackie Stewart was – you guessed – a consultant to the Japanese tyre corporation.

Always detail. That the left sleeve on the bespoke suits favoured by this director of Rolex truly are a half-inch shorter than the right – the best to show off his latest wrist-appliance – seems entirely plausible. The opening chapter of *Car* by Mary Walton, the inside story of how Ford created the second-generation Taurus sedan, highlights how Stewart-think functions within Ford.

He is, Walton reckons, the company conscience. She accompanies him to the test-track. He rails at door-handle-feel, handbrake action and the fact that the engine turns five times before firing. The brake pedal is, he claims, too *noisy*. Thirty-one demerits are listed. Plus the fact that the fuel-filler cap, with its plastic tether, is "a piece of crap".

Just after the book came out, three years ago, I bumped into Stewart. Foolishly, I asked if he had read *Car*. No, he hadn't: afterwards, I realised that a dyslexic with a crushing schedule is not going to grind through 360 pages. So I said three little words: gas cap tether.

Stewart trickled into this fantastic, passionate riff, about how the flimsy rope is going to break in cold weather and annoy any customer recently parted with hard-earned cash and that the company was better off putting their money into a simpler gas cap with a nicer surface finish and a better twist-action and... And, suddenly, I saw Stewart's value to Ford. Not only an incisive car-tester, but as a self-made man who retains faintly Calvinistic notions of quality, value and integrity.

Hire Stewart for a day's promotion and he does 8.30am until 6.00pm, with a sandwich lunch. He doesn't stop, is world-class at working the room, preternaturally chatty. I was at a media event, sat next to a twinkly young television presenter. Stewart saw us, eased into a terrifically avuncular routine, what's-a-nice-girl-like-you-doing-associating-with-a-dreadful-guy-like-that , all smiles amid a faintly forced conspiratorial air.

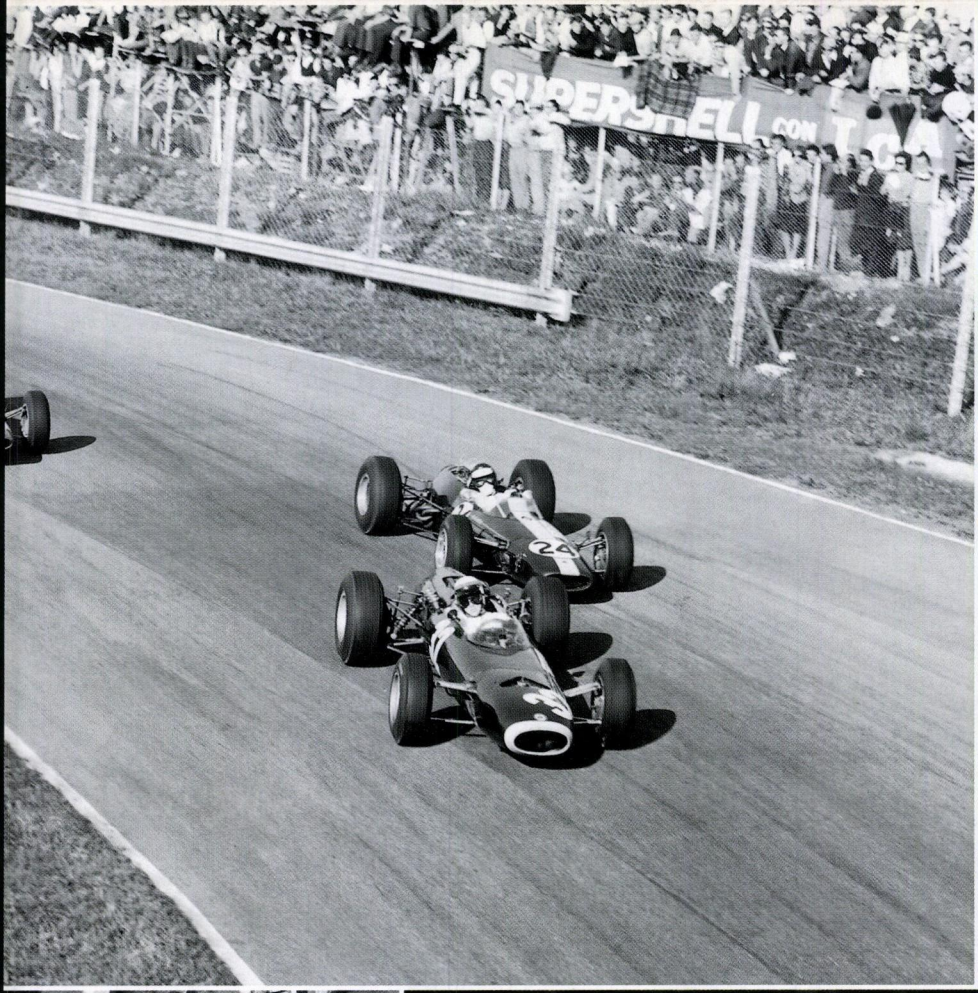
Only later did I realise that he hadn't actually been funny, that his attempt at lightheartedness was far from side-splitting. No, why this worked was precisely because it wasn't what you expect from Jackie Stewart.

This was Stewart making an effort, creating conversation with a woman he didn't know when he could have done the simple thing and chatted with me about our ➳





***Clockwise from above: Jackie calls time on his Formula One career – retiring from racing in 1973; Eight years earlier, at Monza in 1965, he held off Jim Clark and John Surtees to claim his first championship Grand Prix victory; Stewart would try his hand at other categories, but the price had to be right; Holding court at a drivers' meeting***


SUPERSHELL


DUNLOP
31




DUNLOP
6

# THE MK2 COLLECTION - A LITTLE BIT OF HISTORY.

High quality fashion wear from Jaguar Cars, specially created to celebrate 40 years of the legendary Mk2. Treat yourself to a little bit of history.



Mk2 T-Shirt
JEB 1113




Mk2 Fragrance 75ml Spray
JEB 1144



Mk2 Cornish Sweater
JEB 1116



Mk2 Fleece Jacket
JEB 1117

THE OFFICIAL JAGUAR CLASSIC COLLECTION FROM JAGUAR CARS



Mk2 Jacket
JEB 1118



Mk2 Polo Shirt
JEB 1114



Mk2 sweatshirt
JEB 1115




Mk2 Baseball Cap
JEB 1119

MK 2
40 YEARS
1959 – 1999

Please send me the following items.

| Sizes/qty: | Sm | M | Lg | XL | XXL | Quantity | | Cost inc delivery | Sub total |
|---|---|---|---|---|---|---|---|---|---|
| T SHIRT | ❑ | ❑ | ❑ | ❑ | ❑ | ____ | £ | 30.00 each | £ |
| FLEECE JACKET | ❑ | ❑ | ❑ | ❑ | ❑ | ____ | £ | 90.00 each | £ |
| POLO SHIRT | ❑ | ❑ | ❑ | ❑ | ❑ | ____ | £ | 40.00 each | £ |
| SWEATER | ❑ | ❑ | ❑ | ❑ | ❑ | ____ | £ | 50.00 each | £ |
| SWEATSHIRT | ❑ | ❑ | ❑ | ❑ | ❑ | ____ | £ | 55.00 each | £ |
| JACKET | ❑ | ❑ | ❑ | ❑ | ❑ | ____ | £ | 199.00 each | £ |
| CAP | | | | | | ____ | £ | 15.00 each | £ |
| FRAGRANCE | | | | | | ____ | £ | 27.50 each | £ |

Please add £5.00 per order for UK Postage and Packing. Please add £10.00 per order for European delivery and £20.00 for the Rest of World.

I enclose my cheque made payable to: The Jaguar Collection Limited or please debit my Access/Visa/Amex account with the TOTAL sum of £ _____

Expiry date____/____

Name (Mr/Mrs/Miss) **Block capitals**

Address:

Post code:

Telephone:

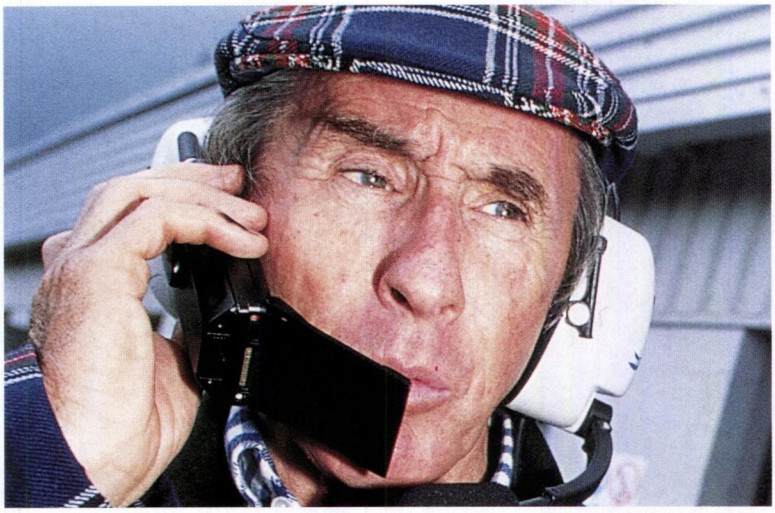
Signature:

Access VISA AMERICAN EXPRESS

Orders by post to: **The Jaguar Collection, Firle Road, Eastbourne BN22 8EU England.**
**Tel: 44 (0) 1323 410403 Fax: 44 (0) 1323 411481**

**The Jaguar Collection is a wholly-owned subsidiary of Jaguar Cars.**

JAGUAR COLLECTION



common interests: cars, racing, paddock gossip. No, Jackie Stewart spent three minutes making her feel special, anchoring two strangers. Usually, humour isn't his preferred tactic: this time, it was all he had. "Isn't he lovely?" smiled Ms TV as Stewart glided to the next table.

He is, in truth. Yes, he can be infuriatingly pernickety. But he can wander into the Ford VIP box after the British Grand Prix qualifying session, stand in front of board members and marketing dweebs and assorted VIPs and say "Well, today ladies and gentlemen, we let the Ford Motor Company down", before doing a quarter-hour, no notes, on the expectations for the Stewart-Ford team, his relationship with Ford, how Ford uses racing, quiet and downbeat and realistic against an environment pebbledashed with hype.

Explanation over, he will say quietly, "I'm afraid I haven't got much time for autographs today". That's the other side of Jackie Stewart. Was he just being disingenuous? Or do people automatically brandish pen and paper, even now, as he approaches? He admits to having designed his autograph in fluid curves and a rare legibility, so it didn't disappoint.

Or was this World Champion ego, still lurking after all these years? He announced he was standing down as CEO of Jaguar Racing at the team launch, where he could be guaranteed the widest coverage. And where, during the rehearsal, he refused to reveal what he would be saying on the day. Afterwards, he told a television interviewer that he was leaving because he "Casts a pretty big shadow in several directions". Why say so? Because its true. Why not?

He's made his money, stayed married to Helen and raised two solid sons, Paul and Mark: they have their father's charm, manifest his values. He cried on-camera when Rubens Barrichello finished second for his team at Monaco in 1997, stood blubbing in the rain, happy as a kid, the shield of quotability, the fast-track soundbite, lost for a moment. He's loyal to family, friends and employees like chauffeur Gerry Webb, who pounded that black Scorpio, 1 JYS, through outside lane Britain while his boss sat in the back, juggling three mobile phones. He has an undisguised admiration of the monarchy, would count himself a patriot, yet lived as a tax exile for 35 years – which is why the knighthood is a long time coming.

The Stewart Grand Prix-Jaguar Racing deal was pure Jackie Stewart. Racing insiders decried it as cynical: Ford funds Stewart's Formula One dreams and then, five years and one F1 win later, Jackie Stewart sells the team back to Ford for $110m.

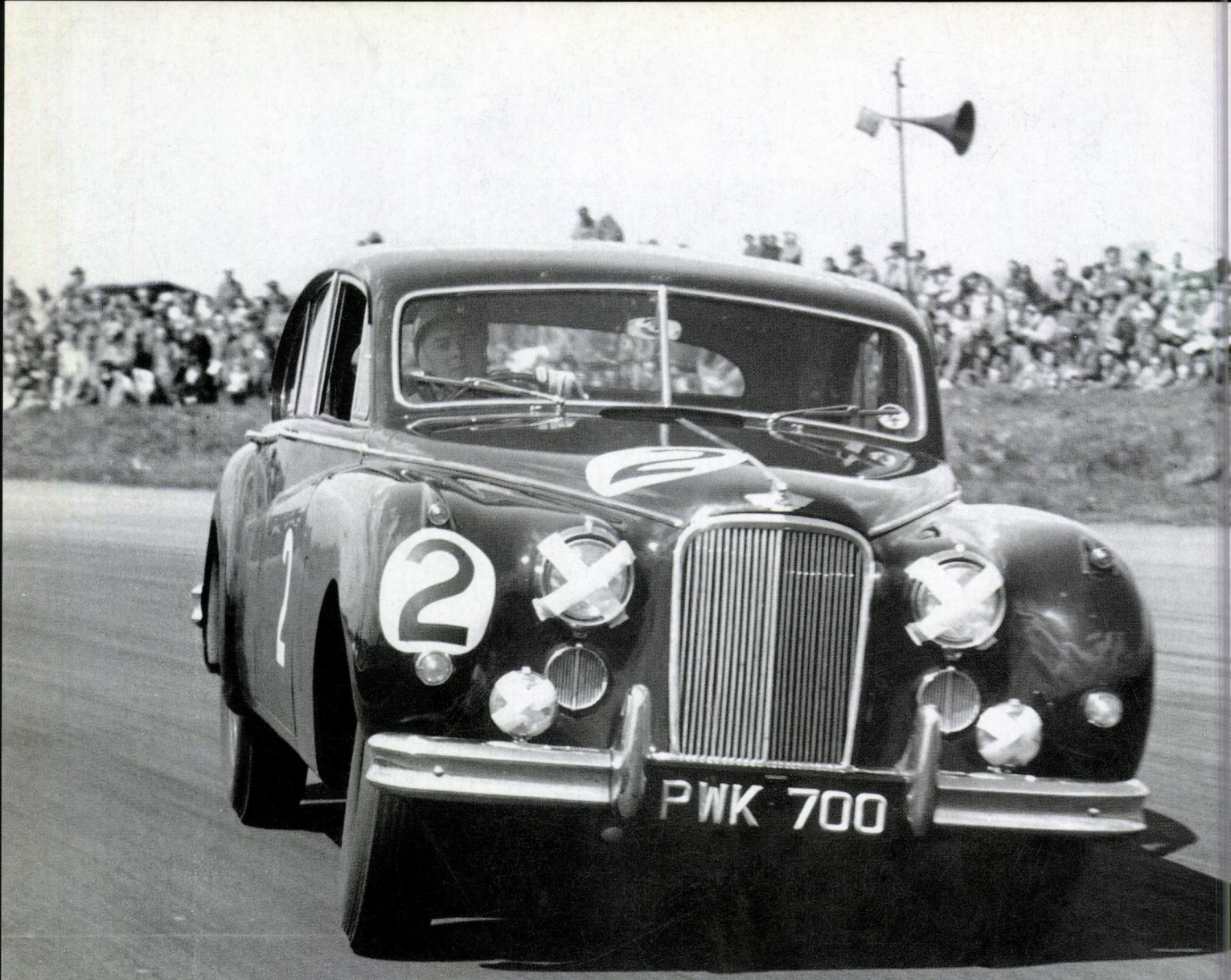
What the detractors fail to understand is that when Ford went through due diligence on Stewart Grand Prix, they discovered a company run the old-fashioned way. Stuff was paid for, the bankers were happy, cashflow was impressive, spending rational. Ford could buy with confidence: this team had fiscal self-discipline.

You should expect no less from Jackie Stewart. Call it personal morality. His tireless campaigning for improving the safety of racing from the 1960s onwards won him few friends outside of his fellow drivers. This magazine was notably harsh in its condemnation of Stewart as an armco-wielding antichrist, set upon reducing racing to a caricature of what it had been, an attitude which assumed that the Grand Prix establishment had been right all along. In fact, Jackie Stewart was right all along.

Partly through the efforts he made in racetrack safety, partly through an extraordinary sensitivity to machinery – he was, don't forget, also an Olympic-class shot – as a driver, Jackie Stewart choice of career didn't leave him dead.

Superficially, that he still breathes and walks and talks and signs autographs and poses for pictures and mithers over minor Ford componentry might lessen the legend, but it shouldn't. He is one of the greatest race drivers of all time. In truth, Jackie Stewart is beyond broadbrush mythologising. He's just Jackie Stewart. And, for 30 years, that's been more than good enough for me. M

***Man on a mobile... Stewart's decision to stand down as CEO of Jaguar's new F1 team was, he says, the result of not wanting to work 18-hour days for the rest of his life. Don't expect to have seen the last of JYS however. The lucrative links with Ford, Rolex and a host of other multinational companies will continue***




*Clockwise from top: Jimmy's success in a Jaguar in 1955 at Silverstone earned him a Le Mans works drive; Stewart with E-type at Oulton; The start of something big. Setting a lap time for brother Jackie to try and match. The rest is history…*





# Unlucky Jim

***BROTHER JACKIE EVENTUALLY TOOK ALL THE PLAUDITS, BUT IT WAS JIMMY STEWART WHO FIRST STAKED A CLAIM TO RACING SUCCESS. ERIC DYMOCK RECALLS LIFE WITH THE FASTEST FRATERNITY IN SCOTLAND***

A wintry day at Oulton Park in 1962 seemed unlikely to be the stuff of racing history. The chill wind of recession was biting. Club events had yet to feel the warmth of sponsorship and there was little prospect of anybody making a living out of racing. Only a handful of drivers had shown it was possible to supplement a day job with fees or starting money – if you were any good.

Jimmy Stewart, now 31, had been very good. A works driver for Jaguar and Aston Martin, he was lapping Oulton in an Aston Martin DB4GT with the consummate smoothness and skill that had seen him running sixth during the 1953 British Grand Prix at the wheel of a Cooper-Bristol. Now, nearly a decade later, he was trying to set a lap time that his brother Jackie might match. Two years earlier, aged 21, Jackie had lost his place in the British shooting team for the Tokyo Olympics. He decided to see if he was any good at being a racing driver instead, and if he could approach Jimmy's times, he might have a go.

In the small Scottish motor racing community where everybody knew everybody else, I came to know Jimmy Stewart. Jackie and I had driven to Oulton in a Mark IX Jaguar; Jimmy brought the demonstrator E-type FSN1, with one of an endless succession of girl-friends, singer Dorothy Paul.

Oulton Park. Hallowed turf. We were rustics well outside the threshold of the big time. But Jimmy Stewart had been in the big time, not only in cars but before that as an accomplished boy soprano, with recording contracts and a broadcasting career that foundered only when his voice broke. He had shown such promise in a Healey Silverstone that David Murray invited him to join Ecurie Ecosse.

It was not like being asked to join a team nowadays. Dumbuck Garage had stumped up for the Healey, and the way team patron David Murray worked, it had to stump up for a C-type Jaguar, painted in the team livery of metallic blue and under Murray's direction. In '53 one of the advantages of being with Ecosse was that you qualified for the latest factory tweaks such as disc brakes.

With it, Jimmy enjoyed success, not quite the run of victories that his (unrelated) contemporary Ian Stewart had in 1952 with Ecosse's XKC 006, but he had two wins at Thruxton, second places at Charterhall and Ibsley, and two thirds at Snetterton. He had a full season driving XKC041, KSF 181, and he finished second with John Lawrence at the Nürburgring, in another of the team's C-types, in addition to three more good wins at Goodwood. He was doing National Service at the time, getting leave with the help of a compliant CO.

Jimmy's career then stalled at Le Mans in 1954 when he crashed one of John Wyer's Aston Martin DB3S Coupés. The ascetic Wyer was put out when his new driver told him during practice he wished he were in a C-type. Jimmy wrote the Aston off at White House, shattering an arm that doctors told him he might lose if he did it again.

In 1955, invited into the works Jaguar team for the *Daily Express* production car race at Silverstone, he finished second to Mike Hawthorn in one of the aluminium Mk VIIs. Lofty England wrote inviting him to drive at Le Mans with Hawthorn, "because I believe the pair of you can match the speed of Fangio and Moss in the Mercedes."

But it was not to be; at the Nürburgring in May 1955 he crashed his D-type, XKD501. Jimmy was trapped upside down in it, drenched in petrol, and because the hedge closed up again after he went through it, it was some time before rescuers found him.

After this second accident, combined with the fact that Jimmy's mother never liked him racing, he gave it up. He always hoped that Jackie might carry on where he had left off, and when the time came to set the lap speeds at Oulton, Jimmy was part of the conspiracy to conceal the venture from their mother.

We knew Jackie would be quick. We had seen him drive the E-type at Charterhall and the Stewarts always did things well. When we went ten-pin bowling, Jackie equipped himself with a proper pair of bowling shoes while the rest of us wore the rink's plimsolls. He left nothing to chance, and was invariably a winner.



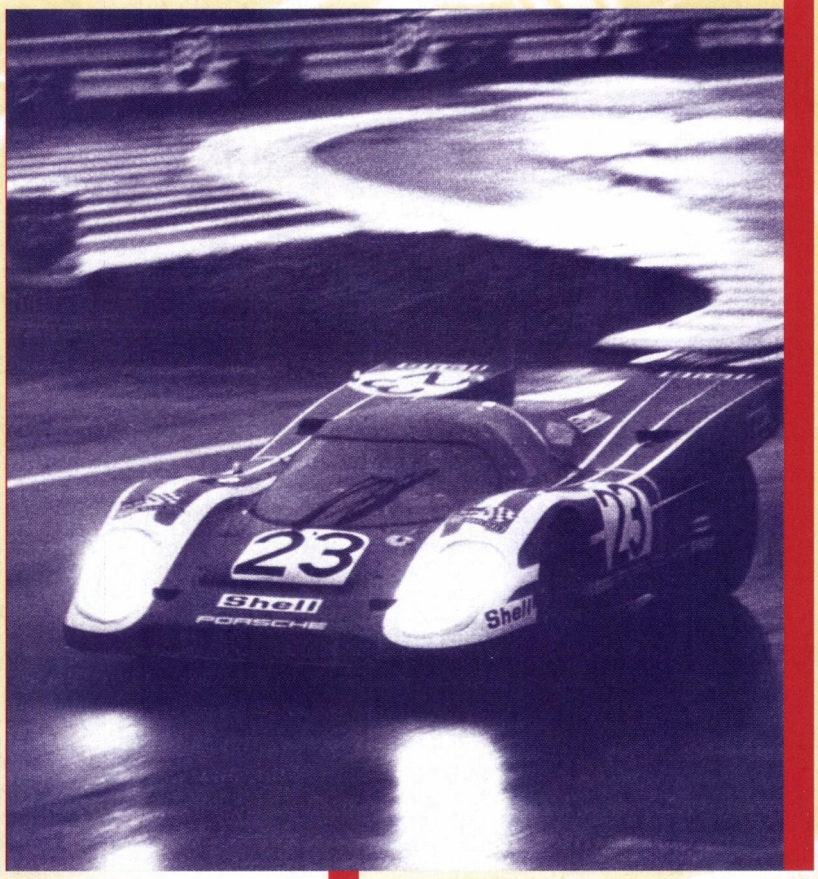

***Tartan cartoon... Jackie and Jimmy pose for their backer, the Dumbuck Garage***

Jimmy was much the same. His BRDC badge set him apart as somebody special. He was professional to his fingertips, well groomed, handsome, more sensitive than Jackie but probably more vulnerable. I clicked the stopwatches that bleak day at Oulton Park; Jackie was two or three seconds a lap faster. Not much, but enough to encourage him to raise his sights from the strictly amateur to the semi-professional.

Jimmy was delighted, but after that it was downhill. The family business was run by managers and eventually turned over to lifelong friends of Jackie's who run it as a successful Vauxhall franchise. Jimmy sold Rolls-Royces in Glasgow and Edinburgh but as Jackie rocketed to fame and fortune, Jimmy's career went into decline, his marriage broke up, and his health deteriorated.

Gentleman Jim. He could charm the birds out of the trees and he was at the Jaguar F1 launch in January smiling as expansively at 69 as he had at 30. Perhaps as his rival Ian Stewart said, "Jimmy was a match for, if not better than his brother, but I think Jackie was lucky and Jimmy wasn't..." M

# *Most important Porsche ever built*




## *Ferrari*

1949 166 FL, s/n 011F, Ex-Fangio, Gonzalez Factory Team Supercharged Monoposto

1950 166 Inter, s/n 0079/S, Carrozzeria Touring Le Mans Berlinetta

1953 166 MM/53, s/n 0272/M, One-off Special Bodied Competition Spyder

1955 555 Super Squalo, s/n FL/9001, Ex-Mike Hawthorne/Peter Whitehead/ David Clark F1, Sole Surviving Example!

1964 250 LM, s/n 6023, Ex-Ecurie Francorchamps/Jacques Swatters, 1st at Spa, 2nd at Le Mans

1965 275 GTB/C, s/n 07437, SI, Full Competition Berlinetta, 700 kms on Full Frame-Off Restoration

1966 206 SP, s/n 018, Ex-NART-Chinetti Car, One Owner from New

1967 275 GTB, s/n 08933, Long Nose, Torque Tube, Sixth to last example built, Matching Numbers

1971 312 PB, s/n 0880, Complete Frame-Off Restoration, First PB to Win a Race

## *Additionally*

1934 Bugatti Type 51, s/n 51149, Delivered new January of 1934, Ex-Jean Delorme, Paris Car

1969 917K, s/n 917-023, Ex-Porsche Salzburg/Martini, Winner of the 24 hours of Le Mans

1969 908/2, s/n 908.020.010, Ex-Porsche Factory Team Car, Continuous Excellent History

**Hans Hermann and Richard Atwood's Porsche factory-entered 917, s/n 917-023, at the 1970 running of the 24 Hours of Le Mans. This victory was the result of a twenty year effort and remains to this day Porsche's single greatest achievement.**

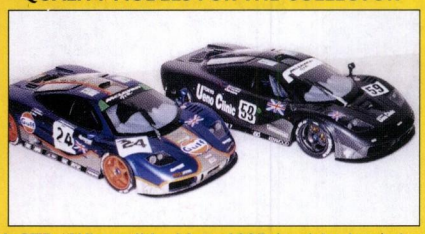



SYMBOLIC
MOTOR CAR COMPANY

La Jolla 7440 La Jolla Boulevard, La Jolla, CA 92037 • tel 858.454.1800 fax 858.454.1890 • www.symbolicmotors.com

# WHEELS

**MODEL CARS**
**QUALITY MODELS FOR THE COLLECTOR**



**McLAREN F1 GTR "Winner" Le Mans 1995 (or 4th place), beautiful 1/24th scale models now available £235.00 each (£200.00). Kit only £61.50 (£52.34)**



**ASTON ULSTER Le Mans 1935, built by MCM £83.50 (£71.06)**
**BENTLEY 4½lt Bobtail Le Mans 1928 by Top Marque £169.50 (£144.26)**




**LEYLAND Racing Car Transporter 1969-1973 "Matra Int." or "Matra Simca" versions in 1/43rd scale £185.00 (£157.45) Kit only £81.50 (£69.36)**



**PACKARD Twin 6 Coupe "Bob Pass Car" 1932 Closed, rumble open.**
**AUBURN 12-165 Salon Speedster 1933. Beautiful Models £185.00 (£157.45)**




**SPIRIT OF AMERICA Sonic 1 C. Bredlove Record 1965 £99.85 (£84.98)**
**WHITE TRIPLEX Record Car 1928 with engine detail £265.00 (£225.53)**

PRICE PER PIECE including VAT (in brackets for Export outside EU).
Post & Packaging please add £2.50 UK; £5.50 EU; £9.50 outside EU

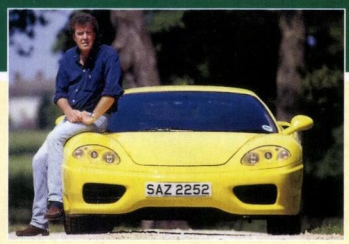
**WHEELS MODEL CARS** VISA AMERICAN EXPRESS MasterCard JCB

**4 ROCKBEARE, EXETER, DEVON EX5 2ED ENGLAND**
**TEL: 01404 822061 MONDAY-FRIDAY 10.00AM-12.30 & 2.00-5.00PM**
**FAX: 01404 823039 INTERNATIONAL FAX: 441 404 823 039**
**E-MAIL: wheelmod@aol.com www.btinternet.com/~modelcars**



Clarkson on Ferrari is the most lavish and beautifully produced book ever published on the subject - a complete history of production Ferrari in words and specially commissioned photography, with all the mystique of the Ferrari name and the no-holds-barred approach of the writer.

# JEREMY CLARKSON
ON FERRARI




*"The best known and most controversial writer in British motoring journalism."*

This is your chance to own one of two distinctive hand-numbered limited editions.
Only 1500 embossed silk and 550 leather bound editions will ever be produced. The content will be magnificent.
The publishers have been granted special access to Maranello, enabling privileged insight into the birth of a Ferrari.

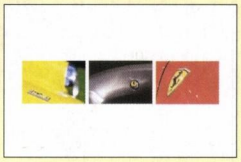


## Silk Bound version

£245.00 Book size 345 x 263 mm (13"x 10³/₈"). 384 Art paper pages. Written by Jeremy Clarkson. Technical specification editor: Keith Bluemel. Supplied in a blind embossed protective slip case. Hand-stitched yellow silk-marker ribbon. Hundreds of colour photographs. Edition limited to just 1500 individually hand-numbered copies - never to be reprinted.

## Leather Bound version

£595.00 Hand bound to order in a choice of premium quality red or tan English calfskin, supplied in a red silk-lined and blind embossed slip case.
Sterling silver plaque on cover detailing purchaser's name and edition number. This plaque is Hallmarked by the London Assay Office and hand-engraved by Royal jewellers Mappin & Webb. Edition limited to just 550 hand numbered copies.



**Free**

Fine art limited edition lithographic print exclusive with every 'Clarkson on Ferrari' volume.

## CREDIT CARD ORDERS
## Tel. 01626 354545/Fax. 01626 356185

E-mail: lance@lancaster.uk.net
**Lancaster Publishing Ltd**, Bridge House, Courtenay Street, Newton Abbot, Devon, TQ12 2QS, England.
Or visit our website at: www.lancaster.uk.net

All orders subject to a £9.50 express courier charge in the UK, Europe £19.50 and World £29.50.

# Historic Season Preview 2000

***FOR THE HISTORIC MOTOR RACING FAN THIS SEASON PROMISES TO BE THE BIGGEST AND BEST YET. MARCUS PYE LOOKS AHEAD FOR WAYS TO WHILE AWAY A SUMMER WEEKEND***







HISTORY, BY ITS VERY DEFINITION, GROWS INEXORABLY. EVERY SEGMENT OF TIME consigns its predecessor to the past, leaving memories spanning the full gamut of emotions. The duration of a calendar is pre-defined, for a year is a year, but the pace of technological development runs faster in motorsport. This not only drives competition forward, but the resultant obsolescence of machinery is the very foundation of the historic sport we love. And, as automobile racing enters its third century, there has never been a greater choice.

The year 2000 sees more showpiece events than ever before. Monaco's Grand Prix Historique, Goodwood's Festival of Speed and Motor Circuit Revival, and Coys Silverstone are the jewels, and magnets to enthusiasts the world over. But there are many other great meetings too, including Monza's charismatic Coppa Intereuropa and Nürburgring's Oldtimer GP (which the AvD promises to restore to its former glory). And no season should be without a trip to Spa-Francorchamps, where sensational Group C and Can-Am sportscars return in May.

On a domestic level, the cacophony of 500cc cars at Brands Hatch in July heralds the 50th anniversary of International Formula Three and is bound to attract a few of the old-stagers who are not going to Coys on the same weekend. Such is the unprecedented popularity of historic motorsport that date clashes abound, so you'll not get along to everything. By using this broad preview as a companion to the annual *Motor Sport* Historic Calendar and juggling your diaries carefully, a summer of delight is guaranteed.

## GOODWOOD RACE MEETING & FESTIVAL OF SPEED

The sylvan setting of Goodwood House is, on the face of it, an unlikely canvas on which to embroider motorsport history. Especially when contemporary Grand Prix cars are hurtling through the verdant Sussex garden back-to-back with hulking pioneers and an eclectic mix of world-beaters and curiosities from every era in between.

No fewer than four Grand Prix teams – McLaren, Jordan, Williams and Ford's newly rebadged Jaguar equipe – were planning to run as we closed for press, with all sights set on new Prost Formula One signing Nick Heidfeld's stunning course record, set in the McLaren-Mercedes MP4/13 last June. Sir Frank Williams' squad is also reuniting Alan Jones with his 1980 World Championship-winning FW07. It will be interesting to hear what the famously forthright Australian makes of the experience.

Jaguar is the featured marque, and 30 priceless machines will trace its sporting heritage on course, and in the coveted pole position outside the house. Twenty-five cars are coming from the USA, including Indycars and NASCAR stockers, while others will be airlifted in from far-flung corners of the globe. A fun aside this year is the inaugural soap box derby, running down the hill, in which F1 designer Gordon Murray has been influential. Early testing suggests that the quickest entries could top 55mph.

September's Motor Circuit Revival is a different kettle of fish altogether. Rooted in racing and aviation history, and set against a superdetailed airfield backdrop plucked straight out of the 1950s, Goodwood reopened in 1998, ➤







TOP: **MONACO HISTORIC MEETING REVIVED FOR 2000. TAKES PLACE WEEK AFTER GP**
LEFT: **GOODWOOD REVIVAL STILL SEASON HIGHLIGHT, AS IS HILLCLIMB (BELOW)**
BELOW: **GROUP B RALLY CARS WILL STAR AT COYS FESTIVAL RALLY STAGE IN JULY**
BOTTOM RIGHT: **VSCC CONTINUES TO IMPRESS WITH EVER-WIDER RANGE OF RACING**








and continues to host just one meeting per season. It's quite the most mesmeric motorsport weekend in the world.

Three days of non-stop action replicate the type of events run at Goodwood between 1948 and 1966. The programme centres on races for single-seaters (from 500cc F3 to '60s Grand Prix cars), sportscars (production racers to World Championship contenders) and saloons, interspersed with wonderfully emotive celebrations – like Stirling Moss's 70th birthday, last year – and flashbacks to great moments in the sport's history.

A one-hour, two-driver RAC Tourist Trophy Celebration on the Sunday afternoon is invariably packed with star names from the realms of F1, Indycar and sportscar racing. Following Damon Hill's participation in '98, major efforts are being made to get a number of current Grand Prix drivers in the field this time.

Goodwood: 01243 755 000

## COYS INTERNATIONAL HISTORIC FESTIVAL

Subject to engine availability, high-speed demonstration laps by Nigel Mansell in his 1992 World Championship-winning Williams-Renault FW14B will see fans flocking to the home of British motor racing. A rare opportunity to see triple champion Jackie Stewart reunited with his 1971 British Grand Prix-winning Tyrrell 003 is another reason to be at one of the season's top attractions.

The first five decades of World Championship Grand Prix racing will be represented by Froilán Gonzalez (back in a Ferrari), Moss, Stewart, John Watson and Mansell. And by a broad selection of cars – both running and static – to illustrate defining moments in the development of the sport at its pinnacle.

Logistics permitting, the scope is endless. But the prospect of seeing an Alfa Romeo 158 similar to Giuseppe Farina's 1950 Silverstone winner (and Carlo Vogele plans to race his), alongside a 'Syracuse' Connaught, Maserati 250F, Lancia D50 reproduction, Vanwall and new-fangled rear-engined Cooper-Climax of the 1950s could set the scene admirably.

Many of the 1.5-litre and early 3-litre F1 cars will be seen in action on the Historic Grand Prix Cars Association (Pre-66) and Classic GP (Pre-72) grids, the latter hopefully including Lotus 49 and 72 models, a Brabham-Repco, and several sweet-sounding V12s. Groundbreaking cars like the Lotus 56B turbine, a shrill turbocharged Renault and the six-wheeled Williams are on the co-ordinator's wish-list.

Races for Pre-52 and Pre-60 Grand Prix cars, host club BRDC's own 1950s Sportscar series, Pre-64 GTs, Le Mans cars and (for the first time) a spectacular Formula Junior thrash are included in the provisional programme on the splendid Historic GP course. Over on the Roger Clark Circuit, another of the wacky Rallysprints will feature the mighty Group B rally cars of the 1980s.

Silverstone: 01327 857 271

## MONACO GP HISTORIQUE

Seventy-one years after French-domiciled Briton William Grover "Williams" won the inaugural Monaco Grand Prix in his patriotic green Bugatti, the streets of Monte Carlo, jewel of the Mediterranean, are still the most famous in Formula One. If the sight of today's downforce-laden carbon-fibre rocketships bucking over the camber out of Casino Square is awesome, it's certainly no less challenging in a skinny-tyred racer of yesteryear.

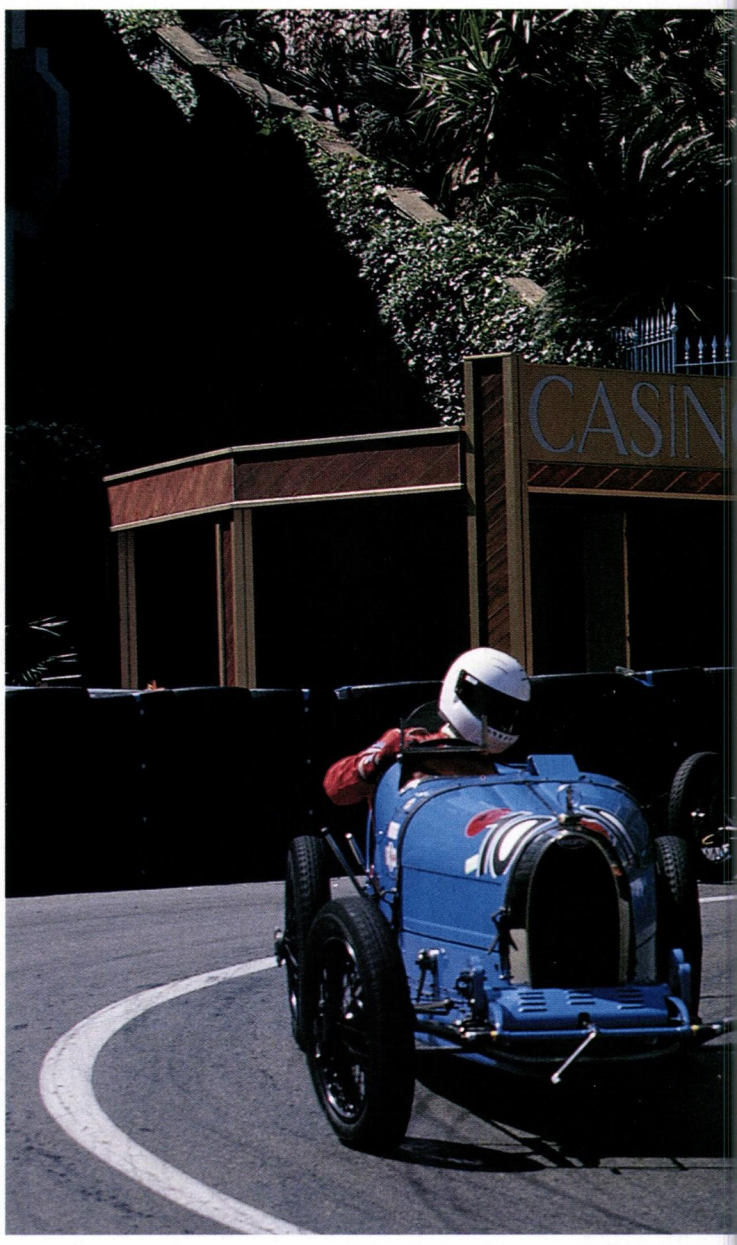
Historic races have occasionally graced the F1 programme, but the Automobile Club de Monaco staged its first meeting exclusively for the cars in 1997. While drivers loved the opportunity to wrestle their machines over the hallowed tarmac, the Grand Prix Historique was financial disaster, due, it is believed, to poor promotion. That's being addressed this year, and with keen ticket prices (£20 on raceday) there's a real determination to pack the grandstands and hotels with enthusiasts a week after the F1 race.

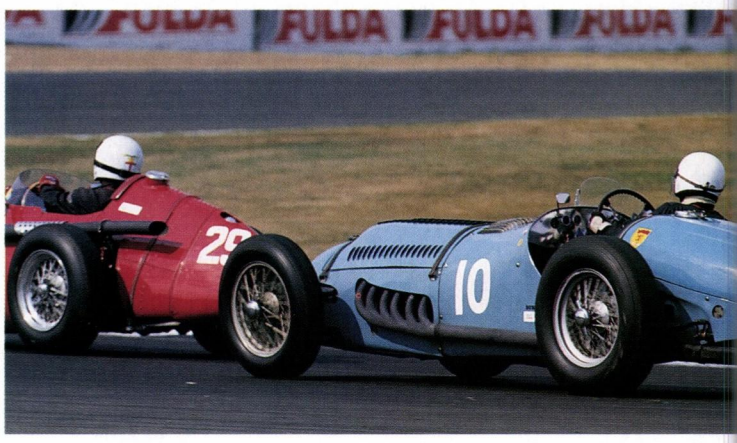
The six-race card on May 28/29 features four events for Grand Prix cars – in Pre-34 (two-seater), Pre-52, Pre-61 and Pre-66 splits – and one for Pre-59 drum-braked sportscars. Watching them dancing between the barriers in flurries of tyre smoke and opposite lock will be fun, but the most hotly-contested event could be for 1100cc Formula Juniors, a GP support class at Monaco into the early '60s. More than 80 prospective entrants have applied for just 30 grid slots, leaving the selection panel in a quandary...

AC de Monaco: 00 377 93 15 26 00.

## FIA CUP FOR THOROUGHBRED GRAND PRIX CARS

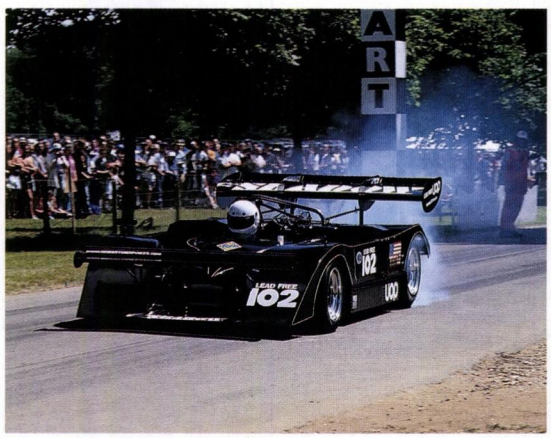
Year six of the world's premier historic championship – for 3-litre Grand Prix cars built from 1970-84 – will be the most competitive yet. The departure ➤



TOP: **TOO MANY ENTRANTS MEANS TOUGH TASK FOR MONACO COMMITTEE**
LEFT: **COYS FESTIVAL RACING WILL BE AS CLOSE AS EVER ON SUPERB CIRCUIT**
BELOW: **JACKIE STEWART IS TOUTED FOR REUNION WITH '70S TYRRELL WINNER**
RIGHT: **THE BOLD, THE BEAUTIFUL – AND EVEN A SOAPBOX DERBY AT GOODWOOD**



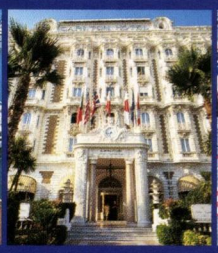



Flights of Fantasy®
GOODWOOD
CONCORDE

# THE MONACO GRAND PRIX




WITH CONCORDE AND THE ORIENT EXPRESS JUNE 2-5 3 OR 4 DAYS £2695



GOODWOOD TRAVEL LIMITED
St Andrew's House, Station Road East, Canterbury, Kent CT1 2WD
01227 764949
www.concorde.co.uk

GOODWOOD TRAVEL LIMITED
The Preferred Concorde Partner of BRITISH AIRWAYS

of champion Bob Berridge has left the door wide open. Nobody wants to fill the breach more than Joaquin Folch in his Classic Team Lotus 91.

Folch, the similarly-mounted Steve Hitchins and Richard Eyre – now in a sister 'ground effect' Williams FW08 to Berridge's – have the equipment, experience and technical support to succeed. But the participation of Martin Stretton in Simon Bull's sensational six-wheeled Tyrrell – winner at Brands and Kyalami last year – in a full programme is currently dependent on budget.

However, the arrival of rapid German Christian Glasel (in the ex-Riccardo Patrese Brabham BT49D, a TGP winner in Ian Giles' hands) and American Duncan Dayton's ex-Mario Andretti Lotus 79 could throw the cat among the pigeons. And Paul Ingram should be quickly up to speed with his ex-Michele Alboreto Tyrrell 011, repaired since its Monza aerobatics.

Geoff Farmer is back, after a two-year sabbatical, with his ex-Stefan Bellof Tyrrell 012, and will surely be swiftly among the frontrunners. The same applies to Sweden's Johan Rajamaki, set to run an Arrows A3. Tony Smith, runner-up in '98 with his Williams FW06, graduates to an FW07 for this campaign.

Stretton will be the class of the pre-ground effect division when he appears, with the ex-Ronnie Peterson P34-6 teetering on the edge of adhesion, but expect a sterner chase from Mike Whatley (Ensign) and the shared Tyrrell 008 of Roger Earl/Trevor Reeves. Look for Steve Allen and Graham Goodman to join the fun with their March 761s.

The Pre-72 class should be stronger too, with Graham Willcox (McLaren M14), Ean Pugh (Brabham BT34) and Giorgio Galvanin (March 701) planning to challenge ex-F1 crew chief Erwin Derichs in his March.

The opening round is at Brands Hatch on April 9/10, when TGP guests on the British Touring Car Championship bill. Fans will also flock to Donington on September 2/3, for a race within what will be a riotous Jordan Grand Prix 10th anniversary party.

Thoroughbred GP: 01451 810855

## CLASSIC GP CARS & FORMULA 5000

If the scream of BRM, Ferrari and Matra V12 Formula One engines was a pretty empty promise in last year's inaugural season, the Force's competition did get off the ground. Fortunately, the F5000 and F2 drivers held it together, but the number of 12-cylinder cars now pledged or known to be in preparation would suggest that the Classic GP series for Pre-72 cars can begin to fulfil its hype.

The F1 class is always going to be a Cosworth DFV benefit, although takers were few and far between in '99, not helped by two blowing engines at the first race. That situation will change too, with Graham Willcox's gorgeous McLaren M14 and F5000 regulars Frank Lyons and John Bladon bringing out Surtees TS9s. When eight or ten three-litre cars run consistently, it should indeed be a spectacle, with the best 1600cc F2s snapping at their heels.

Unsubtle Chevrolet-engined F5000 grunters – and Adrian Stoop's Palliser-Rover V8 – took on the sophisticated F1s on occasion, and the muscular appeal of this stockblock class has made it (like Group C sportscars) one of European historic motorsport's boom areas over the winter. This summer, a pilot series of F5000 races will cement its future. With the likes of Simon Hadfield and Ian Giles preparing to race the monsters, expect fireworks.

Classic GP action begins at Nogaro in April, and the circus has a second chance to impress at Silverstone's Coys International Historic Festival on July 21-23. Donington Park hosts the inaugural – and its first ever – Formula 5000 race on June 3/4.

The Force: 01306 730517

## HISTORIC GRAND PRIX CARS

After many years of organising a short series of races throughout Europe for Pre-61 cars, the HGPCA added a separate competition for rear-engined Pre-66 machinery to its itinerary last year. An enormous success, it rekindled enthusiasm for 1.5-litre Formula One and Tasman Championship cars, indeed the startling shriek of small Climax and BRM V8 engines was one of the enduring highlights of the 1999 Coys Festival.

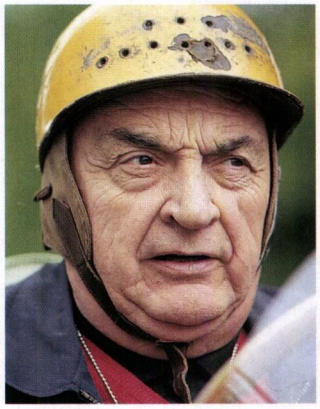
Richard Attwood, who made his Grand Prix debut in 1964, Paul Alexander and the irrepressible Barrie Williams will be out in BRM P261s, but Duncan Dayton flies in his ex-Bob Anderson Brabham BT11, and preparation guru Sid Hoole (Cooper T73) is seldom far adrift. Series newcomer Ted Williams should be quick in the 2.5-litre class with his newly-acquired Cooper T53.

New combos in the events for earlier cars include Allan Miles in a Cameron ➤

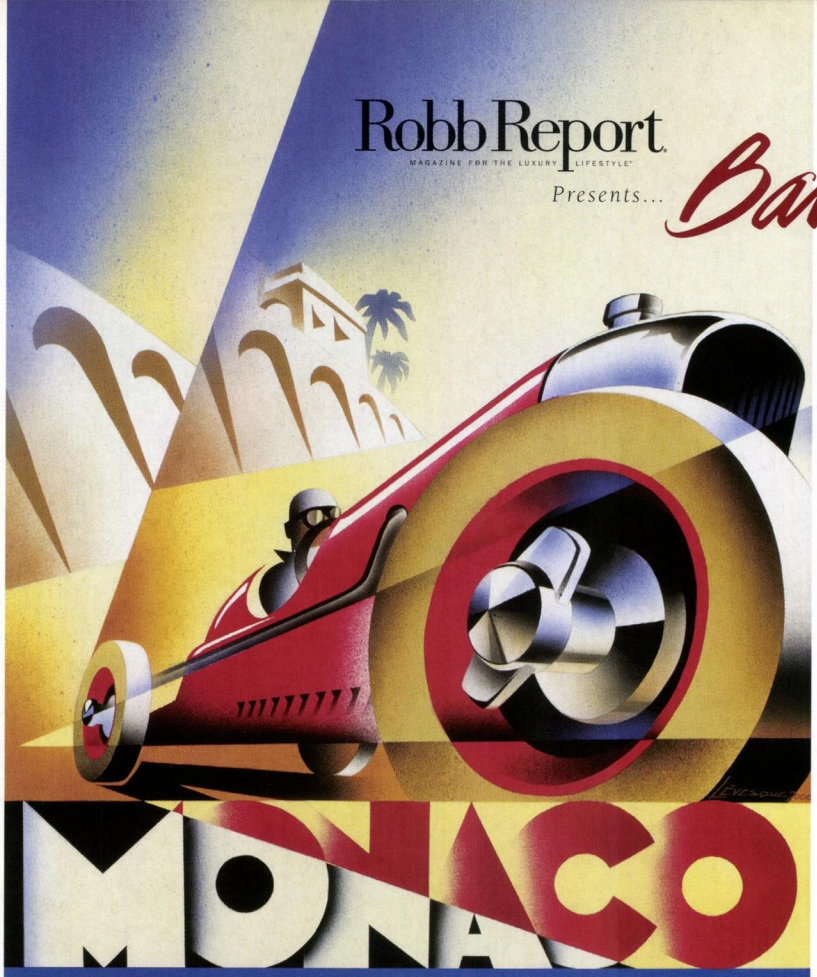



TOP: **CHEAPER TICKETS FOR MONACO IN 2000. NOW YOU'VE GOT TO GO**
BELOW: **F2 CONTINUES TO FLOURISH – PAU RACE THE CROWN JEWEL**
BOTTOM LEFT: **FROILAN GONZALEZ WILL RETURN FOR COYS DEMO RUN**
BOTTOM RIGHT: **SPORTSCAR SERIES ENJOYS BURGEONING EURO SUPPORT**








Robb Report
MAGAZINE FOR THE LUXURY LIFESTYLE™

*Presents...*

# Barrett-Jackson Select

# MONACO 2000

## MOTORCAR AUCTION

at the Monaco
Historic Grand Prix

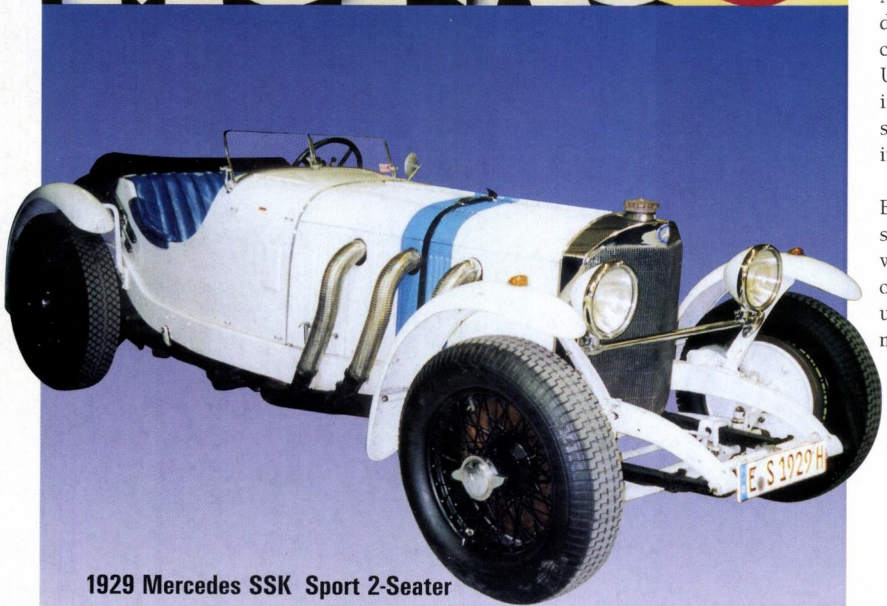
The Official Auction of the
Monaco Historic Grand Prix

*In Association with*
***L'Automobile Club De Monaco***

## MAY 26 - 27, 2000

This is an exclusive auction presentation of a select collection of the world's most important vintage sports cars and racecars. Barrett-Jackson Monaco 2000 is the first annual motorcar auction in association with the Automobile Club of Monaco. The Select Services division of Barrett-Jackson, the world's greatest classic car auction and exposition, based in the United States, has carefully assembled this important collection to reflect the historical significance of Monaco and the motorcar industry.

Barrett-Jackson looks forward to joining the significant collectors from the United States with Europe's automobile enthusiasts in one of the world's most prestigious settings for an unprecedented weekend focused on vintage motorcars.




**1929 Mercedes SSK Sport 2-Seater**

Chassis # 36041. Engine #76106. This Mercedes was delivered from the factory as an SSK and comes with its original commission papers from the factory. The car was sold through the dealer in Zurich and delivered to Genf. A very strong driving and performing car, it has been driven in many rallys in Europe. There are very few real SSKs available in the marketplace. This is a wonderful opportunity to own one of the world's greatest cars.

**FRIDAY EVENING MAY 26, 2000**
**Barrett-Jackson Monaco 2000**
**Cocktail Party Presented by Molina Jewelers**
*Motorcar Previewing - Fashion Show*
Espace Fontvieille Monaco

**SATURDAY EVENING MAY 27, 2000**
**Barrett-Jackson Monaco 2000**
**Motorcar Auction**
Espace Fontvieille Monaco

**SUNDAY AFTERNOON MAY 28, 2000**
**Historic Grand Prix of Monaco**
The Streets of Monaco

*To obtain information on this event please contact:*
*United States Representatives - Ed Fallon/Thomas Hamann at 602.273.0791*
*Monaco Representative - Horst Hinterberg at 00377 97 97 1370*

THE BARRETT-JACKSON AUCTION COMPANY
602.273-0791 FAX 602-244-1538
OR VISIT OUR WEB SITE AT www.barrett-jackson.com

## *ENTRIES ARE NOW BEING ACCEPTED*

LIMITED BIDDER
RESERVATIONS AVAILABLE

Millar Maserati 250F, and Barrie Baxter's unique Tec-Mec, Valerio Colotti's evolution of the 250F theme. Aside from the two main series, and a large number of regulars aiming for Monaco, a special race for Pre-52 cars will also be staged on the legendary Linas-Montlhéry speedbowl outside Paris in June.

HGPCA: 0207 607 4887

## FORMULA TWO

The return of Formula Two cars to the streets of Pau on June 10-12 is big news. Set in the French Pyrenées, the scenic university town is steeped in motorsport history, having staged its first 'Grand Prix' in 1901. Promoters of the Acemai F2 Trophy series, principally for 2-litre cars built before 1979, pulled off the coup, thus defending champion Michel Quiniou (March-BMW 782) can try to emulate Bruno Giacomelli's victory there with a sister car in 1978.

The longer-established Euro F2 Trophy championship, covering F2's previous 1600cc incarnation, is the home of the best slipstreaming in the sport. Briton Bob Juggins won the title for the second time last year, but the Lola T240 driver can expect renewed challenges from series organisers Fredy Kumschick and Peter Stobinski (March 712s). Colourful Brabham drivers Duncan Dayton and Sid Hoole will be right in there too as the potent 260bhp machines storm the continent, from Nogaro to Dijon-Prenois.

Acemai F2 Trophy (Pascal Legris): 00 33 1 4640 1818

Euro F2 Trophy (Peter Stobinski): 00 49 70 3122 6151

## SPORTS PROTOTYPES

A year after the revival was first mooted, Group C fuel formula cars of the 1980s had their first race in Europe as Historics at Donington last June. Since then, the market for the awesome coupés – already well developed in the USA, where they run regularly at Daytona with the HSR group – has gone mad.

Four races, starting at Spa in May, should see strong marque rivalry between Jaguar, Porsche and Aston Martin. Greater news still is that star drivers Jan Lammers and Win Percy are to be reunited with Silk Cut Jags, among a full range of XJR models. German stalwart Sigi Brunn is preparing several Porsche 962s, while Ray Bellm – three times a winner of the World Championship's C2 class – has bought back one of his Spices.

Alfa Romeo T33s continue to take on Lola T70s at the sharp end of Group 4's renamed European Sports Prototype Trophy series, with Jeremy Agace, Jon Shipman and Paul Grist joining Jonathan Baker in the Italian V8s. Not since Kent Abrahamsson beat the Lolas at the Nürburgring in '97 has a Chevron B16 run up front, but Michael Schryver is out to 'do a Brian Redman' with his 1800cc Cosworth FVC-powered version.

A Porsche Cup section, created this season to satisfy customer demand, offers a level playing field for 906, 907, 908 and 910 models, and will hopefully entice the occasional 917 out, including German Michael Kuhn's normally-aspirated PA Spyder. A wonderful programme takes in the Monza, Coys, Nürburgring Oldtimer GP and Spa classics, and visits Most (in the Czech Republic) and Dijon-Prenois for the first time.

Can-Am buffs will be blown away by the sheer grunt of the McLaren, March and Lola cars in the Supersports fields, which hark back to the world's wildest sportscars. Horsepower is not everything though, and the sensational handling capabilities of the 2-litre Chevrons and Lolas occasionally plays into the hands of '70s star John Burton and reigning champion Andy Wolfe. See them at their best at Spa in May, or closer to home at Donington on July 14-16. A1-Ring and Zolder both mark circuit debuts.

AMOC: 01353 777353

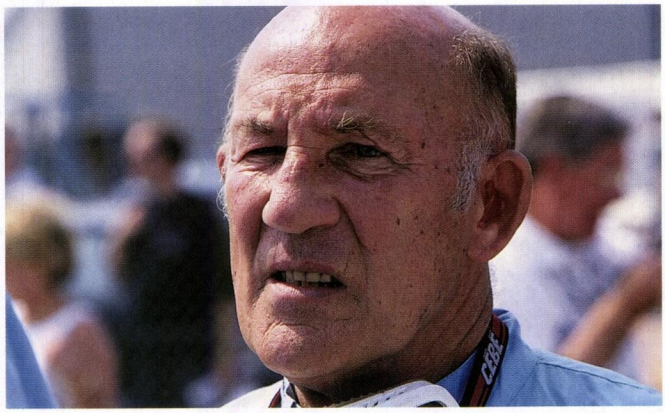
Group 4 Racing: 0207 440 8721

Supersports: 01420 87622

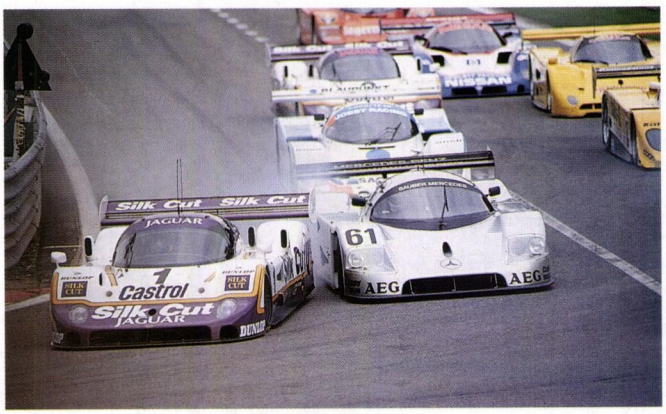
## VINTAGE SPORTS CAR CLUB

The VSCC's outstanding '99 season – with a record attendance for the marvellous Mercedes-Benz commemoration of Richard Seaman's life at Donington – will be difficult to shade, but this increasingly progressive band always comes up with the goods. Special events are great, but at the end of the day, the magical quality of its racing speaks for itself, whether it's between Pre-War Grand Prix, '50s Sports or stately roadgoing machines. Sportsmanship, on and off track, and a deep-rooted passion for cars majestic and humble, underpins the calendar, ensuring a spectacle which attracts fresh converts every year.

VSCC: 01608 604777

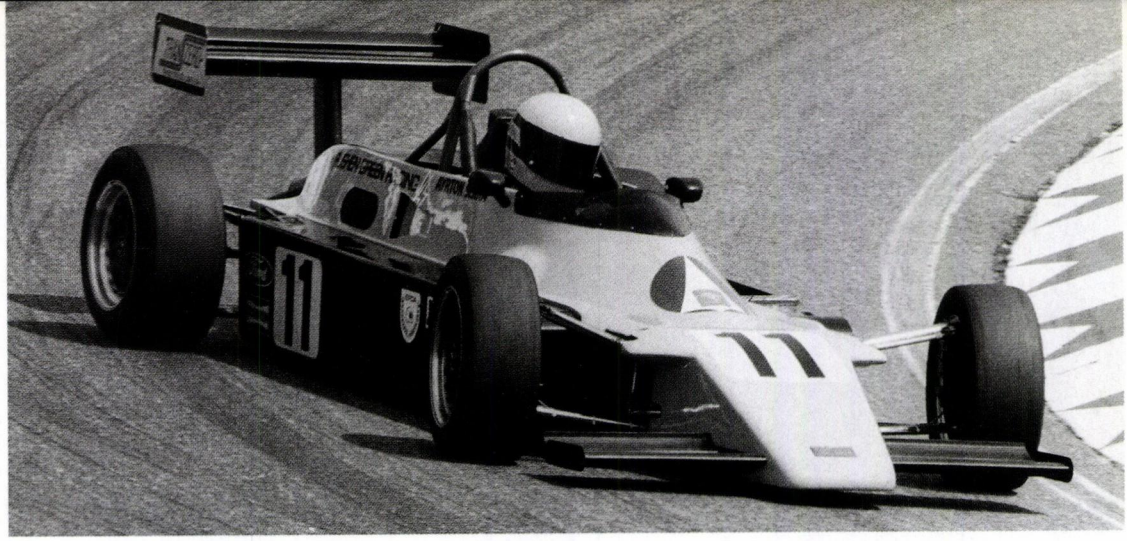





TOP: **EXPECT SIR STIRLING MOSS TO BE EVER-PRESENT THIS YEAR**
BELOW: **MANSELL IN '92 WILLIAMS WOULD DRAW CROWDS TO COYS**
BOTTOM: **AFTER FALTERING START GROUP C SPORTSCARS REVIVAL CONTINUES APACE. FOUR RACE SERIES KICKS OFF AT SPA THIS MAY**





# A YOUNG DRIVER'S GUIDE TO SURVIVING F1

***JENSON BUTTON IS THE YOUNGEST F1 DRIVER OF HIS ERA. HISTORY SHOWS MANY WHO START SO YOUNG FAIL TO MASTER THE DISCIPLINE. MARCUS SIMMONS ASKS THOSE WHO HAVE BEEN THERE AND SEEN IT ABOUT THE PRESSURE AND PERILS OF REACHING THE TOP OF RACING AT SO YOUNG AN AGE***

IT'S JULY 1986, BRITISH GRAND PRIX WEEKEND. ONE OF THE RADIO Brands presenters is interviewing Alan Jones. "Got any tips for aspiring young drivers?" he quizzes the Australian. "Yeah," responds Jones, "don't bother."

It had been a hard road for Jones. He knew the sacrifices, the disheartening slog of paying your dues and scraping together last minute deals to stay racing. No wonder he was so negative.

Coincidentally, during the 1980 Canadian Grand Prix in which he clinched his only world title, his protégé became the youngest man to start a world championship F1 race. By contrast to Jones, Mike Thackwell had skipped through the junior ranks with barely a care in the world, believing Grand Prix success was his divine right.

New Zealand-born Thackwell, then only 19 years and six months old, represents the other side of the coin, the latest edition of which has been minted by Jenson Button on his arrival in the Williams-BMW squad – the Briton's scheduled Grand Prix debut in Australia was at the age of 20 years and two months.

It's a double-edged sword. Talent is clear whatever your age, but maturity? That's another question. "I was an arsehole really," Thackwell reveals with remarkable candour. "The hype got to me and I wasn't a complete driver. The complete driver could do the sponsorship and press and I couldn't. I thought I'd be better off working – I wasn't cut out for that. I could do the job in the car but there's more to it than that."

***Left and right: Too much too young. Mike Thackwell was the youngest person ever to start a GP but his F1 career never got going. Above: Senna's decision to stay longer in junior formulae before going to F1 probably made his career***

Like Button, Thackwell came from a motorsport family. The former's father – John – was a talented rallycross driver and went on to establish a thriving karting business; the latter's – Ray – raced with some distinction Down Under.

"I didn't choose to go to motorsport when I was 16," Thackwell continues. "I'd grown up with it. You could write a book on my old man. I grew up on motorcycles and went to karts, so it was nothing special to me. It never really hit me until later on. I was very cocky. I was on a roll, and when you're so into yourself at that age you think you're unbeatable. I was really – there was no one who could do what I'd done in such a short time."




Again like Button, Thackwell attracted interest from other F1 teams before finally making his debut with Tyrrell. While Button's camp has negotiated with McLaren, Jaguar and Prost, Thackwell turned down an Ensign drive and failed to qualify an Arrows in a last-ditch effort at the Dutch Grand Prix before properly taking the plunge.

"I just happened to be at Zandvoort watching," he relates. "Jochen Mass had hurt his neck and they just threw me into the garage to drive this ground-effect car. I'd missed first qualifying so my chances of making it were zero. I went out on the track with all these F1 heroes, thinking, 'What the hell am I doing this for?' I only missed out by 0.3sec and I was offered the Tyrrell drive on that performance."

There seem to have been two sides to Thackwell: the couldn't care less, God given right arrogance; and the wow-I'm-here-with-all-my-heroes wide-eyed teenager. Button? He probably veers towards the latter. While we interview him he's standing in the Thruxton paddock at a Formula Ford test. Talk about keeping in touch with your roots.

"At home I'm exactly the same with friends as before," asserts the Williams new boy. "The only difference is when we go out in London I'm able to get in VIP bits which is cool and meet ➤




# "If he drives the car as he did a kart as a 12-year old, he'll be a top driver"



all the stars, so they all love that! F1 is what I've always wanted and now I'm here I'm not going to change. Well, I probably will a little bit, but not in a bad way hopefully."

Thackwell: "Button's just got to go with it. Someone asked me what advice I could give him and I said, 'I can't give him any – he's a talent.' If he jumps in a car and drives it as he did a kart when he was giving his all as a 12-year-old he'll be a top driver. I beat Mansell and Prost and all those boys in F3, but they stuck at it and I let things get me down. If he's mature enough to see through the shit he'll be OK."

Button: "There'll be a lot of hard work with the press and everything, and that's just away from the circuit. The last British driver to come into F1 was a long, long time ago –1994 is a long time ago when you're only 20! I enjoy it but I try not to read newspapers anymore – it won't be a good idea for the next few months.

"It's a good time to go into F1 now. It's the best opportunity I think I'm going to have. It's worth taking it, although it'll be a learning year for me, especially in the first few races. At the same time it's good for me that Juan Pablo Montoya has a possibility of coming back in 2001. It makes me push harder. Having Ralf Schumacher as a team mate helps in that sense as well. This is my time to move up and I'm here now."

Dick Bennetts, the man whose West Surrey Racing team ran Ayrton Senna, Mika Hakkinen and Rubens Barrichello to British F3 titles, isn't convinced. "I've met Jenson – seems a nice guy and confident enough," he says, "but my concern is when those lights change he'll realise, 'Oh shit – what's this all about?' If you get to the top too early you will burn out and the pressure will get to you before you've got that racing experience under your belt."

When Bennetts ran Barrichello in 1991 the Brazilian was just 18. Two years later he made his F1 debut with Jordan. "His talent was ready," Bennetts recalls. "His psychology and strength possibly not. He got rattled a bit. Emotion is probably a better word. He had nine poles and should have walked the F3 championship. As it was he pipped David Coulthard at the final round.

"The first race of the year at Silverstone he got pole and stalled it. The rest of us thought, 'Bad luck' but he just burst into tears."

A contrast to Senna, who was 22 when he hooked up with Bennetts. "When we met him the maturity was there already. I admired him because he didn't jump straight from Formula Ford 1600 to F3. He did Formula Ford 2000 in between. He knew he had time. He had a natural talent but chose not to jump up."

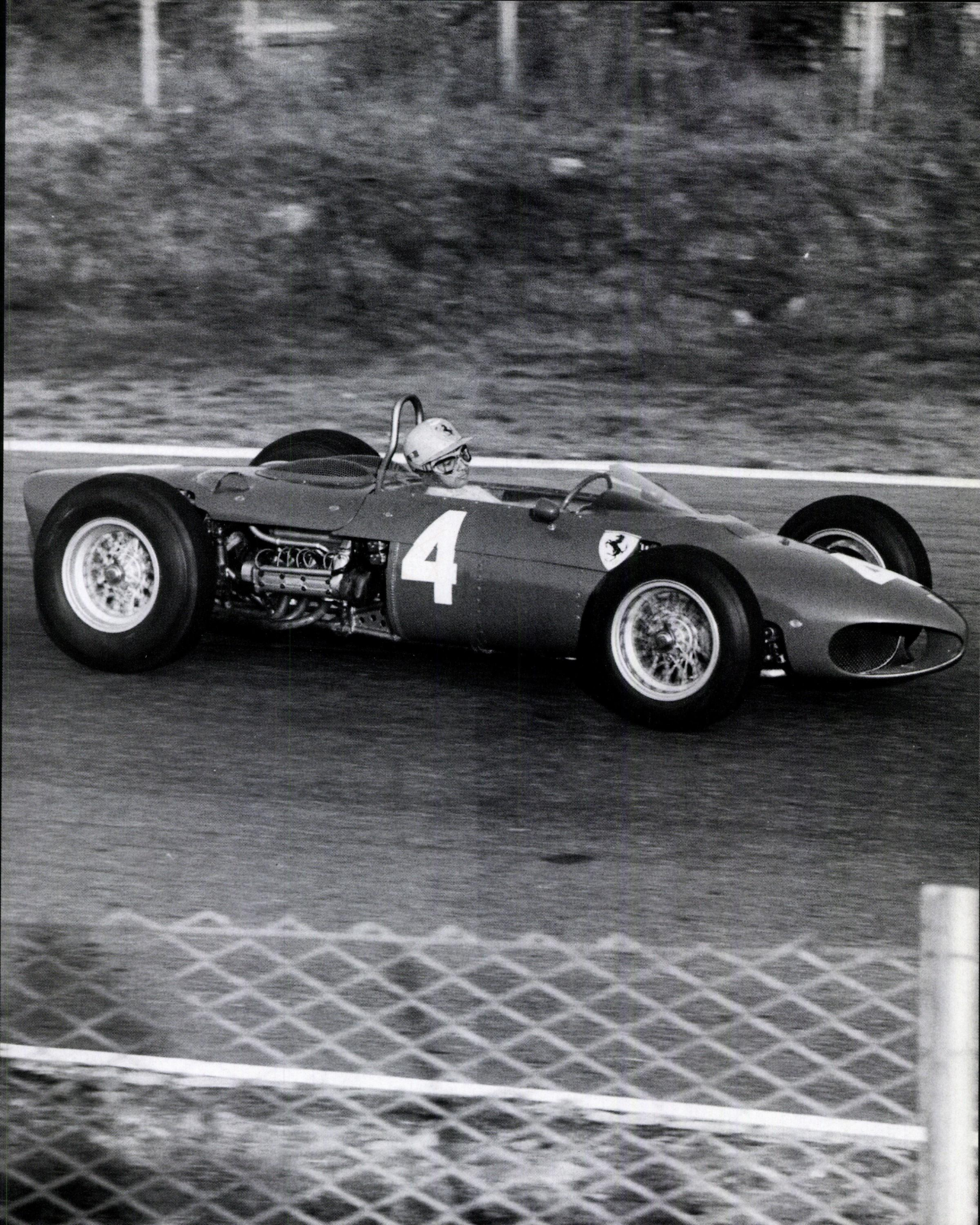
But even at that age, Barrichello's intelligence was clear. Bennetts makes the point with an unusual litmus test: "You can tell if they've got a level head if they can find their way around England and not get lost. You get blokes ringing you four times asking directions and you've already sent them a map. Rubens was OK, but others are a nightmare. A racetrack's easy – they can only go round one way. Send them on a motorway or a little errand and they get lost."

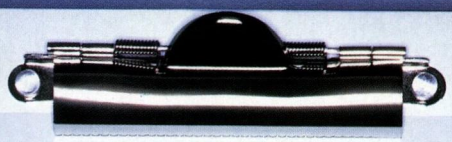
Another Latin, Mexican Ricardo Rodriguez, showed maturity beyond his years out of a car, but was still impetuous behind the wheel. Driving for Ferrari, the 19-year-old qualified on the front row for the 1961 Italian GP at Monza, his F1 debut. Little over a year later he died at the wheel of Rob Walker's Lotus 24 while qualifying for the Mexican GP.

"I knew Ricardo had started very young," Walker remembers, "but I didn't realise he was that young then. You telling me surprised me.

"Ferrari refused to go to the ➠

***Left: Jenson Button – a man with everything to gain and a lot to prove.***
***Above: Barrichello drove well but was emotionally fragile at first.***
***Right hand page: Ricardo Rodriguez died before his true talent could be seen***

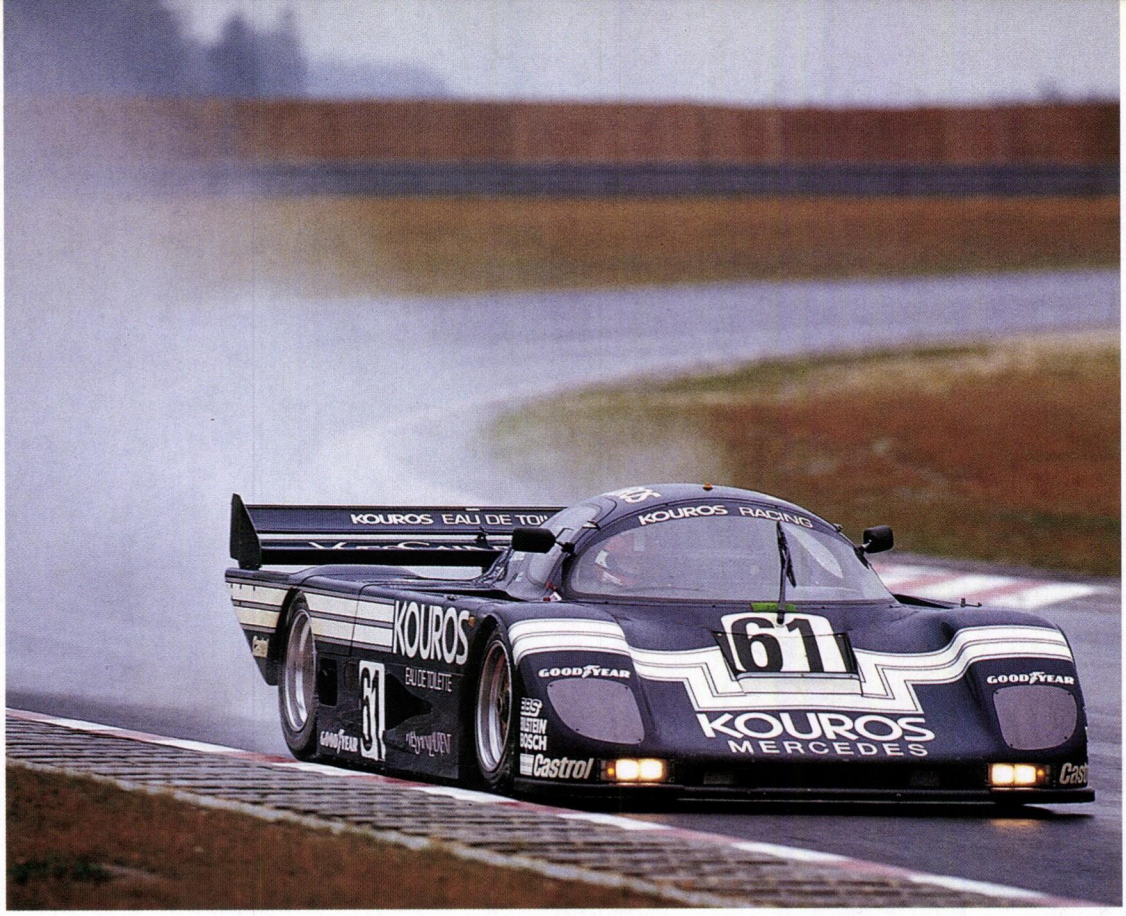

4






| GUEST | FROM |
| --- | --- |
| Eric C + T | Massif Dex |
| Crazee 'E' MC | Waterpumpin |
| Tommee T | Pony Soundz |
| Mr R. Gruber | Volkswagen AG |

Stereo speakers built into special metal panels to reduce vibrations. **Passat. German for detail**




# "Ricardo hadn't got the youth out of his system and that's what causes danger"

## THACKWELL: HIT OR MYTH?

Mike Thackwell is often held up as the classic example of the driver who got too much too soon. At 16 (illegally young, but he'd lied about his age) he was winning Formula Ford races in Britain. In 1979, the following year, he was a shining talent in Formula Three, although he had to rely on a loan from Alan Jones to see him through the season. For 1980 he graduated to F2, then to F1. His Grand Prix career never took off, and he quit the sport in the late '80s after success in F3000 and sportscars, while still only in his late 20s.

He was the ultimate racing romantic, for whom greatness is measured not in results but in style. "There I was lining up for my Grand Prix debut in Montreal just behind Gilles Villeneuve. We haven't had anyone great in the sport since he died. He was unbelievable – such a racer. I thought, 'That's what racing's about' when I watched him.

"When I went to the drivers' briefing in Montreal we sat down, and the Grand Prix Drivers' Association were talking about safety and this and that. They said, 'We should put catch-fencing here and a chicane on this bend.' He looked up, put up his hand and said, 'What for? You'll ruin the track. You're taking away the best corner.' He was so annoyed that they were actually talking about making this corner safer.

"It was a great corner. He was brilliant through there – absolutely phenomenal. It was just flat in a ground-effect car and he knew it could be done , but no else could.

"You see so much crap in Formula One. A thousand guys can get up to three-quarter level, but only a few can go further. You've got to have that passion. I never stopped having that, but for the rest it's a different story."



Mexican GP, but of course Ricardo wanted to be in it. He came to me and asked if he could drive my Lotus. They were wicked cars – very quick but they used to break away without any warning.

"Ricardo had got pole in first practice. There were about ten minutes left and Surtees beat his time. Rodriguez's father went to him and said, 'Look – Surtees has beaten your time' and he obviously told him to go quicker.

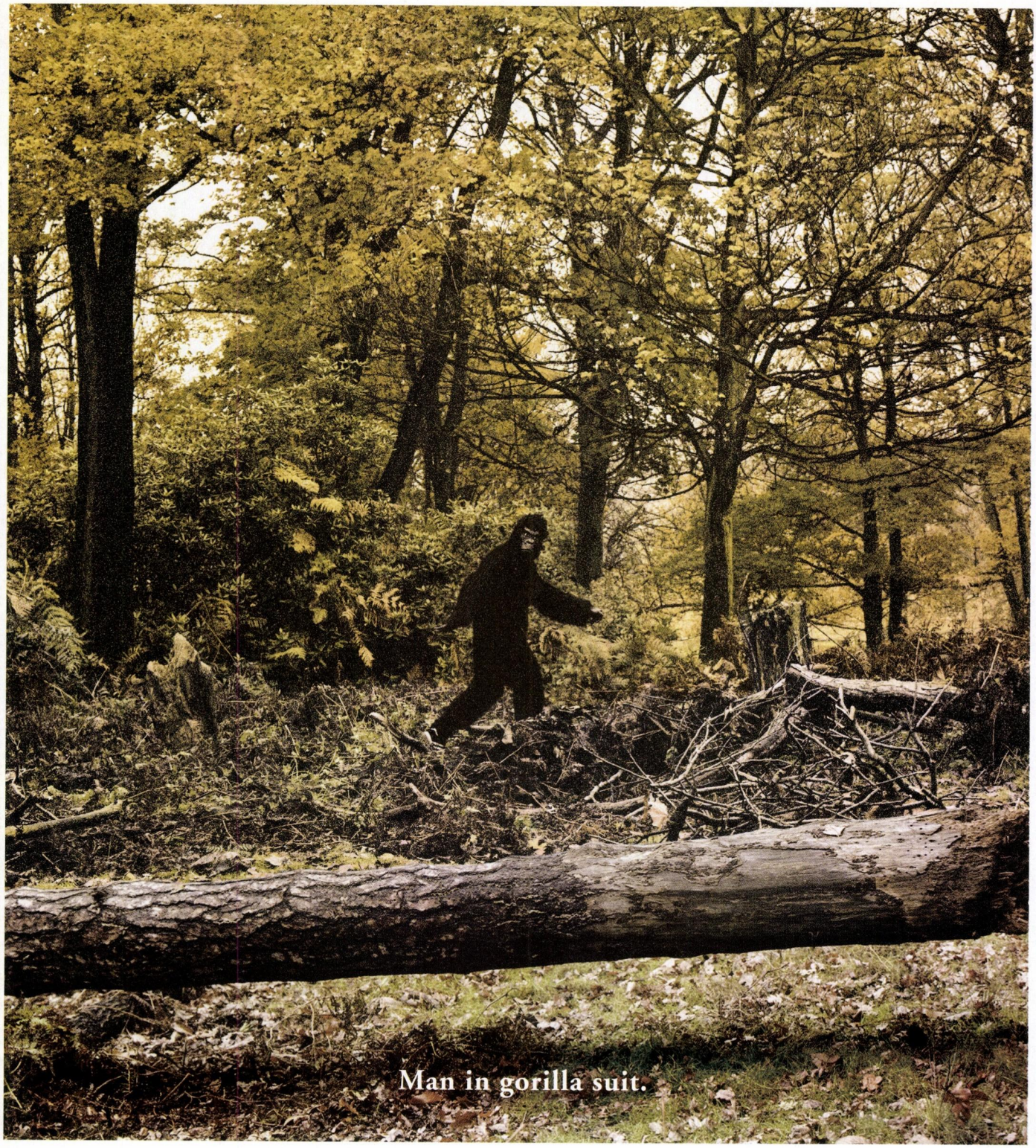
"Ricardo did an unusual thing before he set off. He crossed himself. Then on that wicked banked corner, he overdid it. I think he hit a post. I'm sure it just broke away as he drove over the limit. Ricardo hadn't got youth out of him and that causes the danger."

Thackwell would have admired Rodriguez. "I had no respect for those who gave second best. You give your all or none at all.

"People's stories are all different, and Button's making his. If it's in him it's going to be there. I've seen people who are really talented lose it. They could have been anyone but that wasn't their story. We all make that story – the people around you, the media, friends, his mother, father, mechanics. In my life I may not have gone on to do that in F1, but it's come through in other things I've done.

"Button's so lucky. He's been given a great chance. It's what he's dreamed of and now he's there." Even Alan Jones, the man whose driving brought the Williams team to prominence in the first place, would probably be impressed. M

***Top: Mike Thackwell's F1 career may have amounted to nothing but he went on to enjoy sportscar racing in the 1980s.***
***Above: Rob Walker. It was in his Lotus 24 that Ricardo Rodriguez, trying to hard, was to lose his life***




Big foot? Undoubtedly. Using the technique of proportional estimation, otherwise known as guessing, experts conclude that this is indeed a size 11 Adidas Samba.

Look closely and you'll see the tell-tale stripes of this famous trainer being modelled by the man in a gorilla suit. It's conclusive proof that a really clear shot is possible using a digital camera.

The Olympus C2000Z to be precise. Not just any digital camera, but one with 2 million pixels per image.

To make sure that you have captured the crucial evidence, the Olympus allows you to check instantly on a 1.8 inch LCD screen. And if the subject is moving quite fast with a long loping gait, it's possible to snap off five shots every two seconds. You can even give chase using the 3x zoom lens.

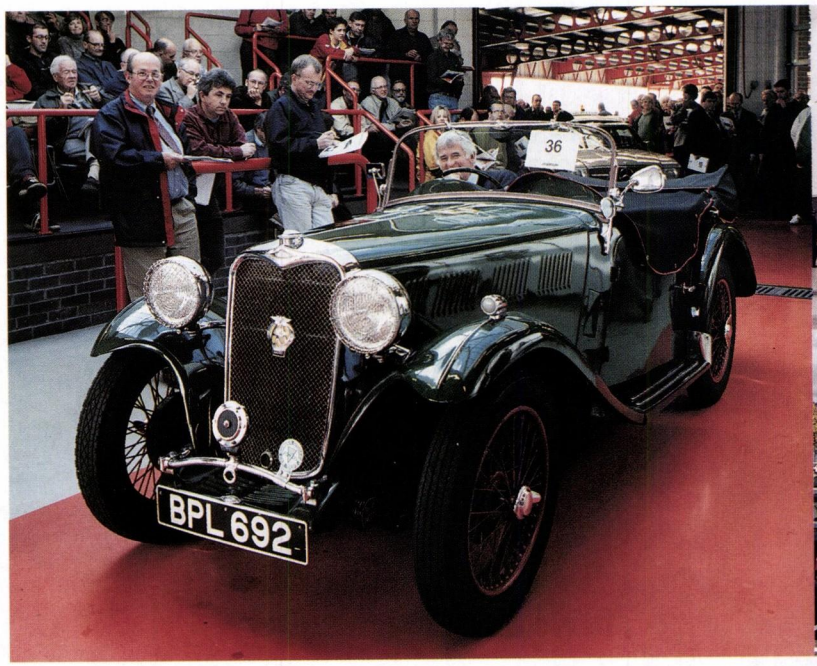
This extraordinary megapixel camera retails for just £599.99, so it's likely more people will start seeing things more clearly. If you'd like to be one of them call freephone 0800 072 0070 or e-mail info@olympus.uk.com. There are plenty more incredible mysteries that remain unsolved. Cue the spooky music.



**THE OLYMPUS C-2000Z.**
**2 MILLION PIXELS CAN'T BE WRONG.**

CLASSIC AND HISTORIC

# New Ultra-Modern London Auction Venue










Over more than 50 years, British Car Auctions has earned an enviable reputation for integrity and professionalism. The Classic and Historic Division in particular has won many friends through the depth of its knowledge, and the open and straightforward manner in which its auctions are run.

Buyers enjoy thorough access to every car's history, and rest easy knowing that every lot has been thoroughly checked for any outstanding finance. Sellers benefit from BCA's remarkably keen commission rate of just seven per cent plus VAT - one of the lowest rates of any leading auction house in the UK.

Now buyer and seller alike can benefit from BCA's new state-of-the-art auction house in Enfield, London with a sale of Vintage and Collector's Vehicles on Monday 3rd April from 12 noon. Located on the Great Cambridge Road (A10), just one mile south of Junction 25 of the M25, the facility is London's largest as well as the most modern purpose-built auction centre in the UK.

The new auction centre boasts two auction halls and a huge undercover viewing area with room for 500 cars. Translucent roof panels allow natural light to flood in, making careful viewing of the lots easier and more pleasant than ever before.

So if you wish to buy or sell an important vehicle, please contact Robin Lawton or Marcus Ross on 01252 878555 (fax 01252 878741) or call direct on 01252 877317.

Classic and Historic Automobile Division, Blackbushe Airport, Blackwater, Camberley, Surrey GU17 9LG.

www.classic-car-auction.co.uk

British Car Auctions

THE WORST CAR I EVER DROVE

# ALAS POOR WARWICK

**DEREK WARWICK** TOLEMAN TG181

***DEREK WARWICK HAS DRIVEN A LOT OF TERRIBLE CARS IN HIS TIME BUT, OF THEM ALL, IT WAS THE CAR WHICH LAUNCHED HIS CAREER IN FORMULA ONE WHICH HE NOW REMEMBERS AS THE WORST OF A VERY BAD BUNCH***

MY WORST CAR? TO BE HONEST THERE'S A BLOODY long queue of them. In there would certainly be the March 792 – a diabolical car – the Renault RE60 from '85, the Brabham BT55 from '86 and the Lotus 102 from 1990. But worse than all of them was the first Formula One Toleman of '81, the TG181.

We'd come into F1 as the new kids on the block who were going to be faster than anything. We were arriving having just come off a 1-2 in the Formula Two championship and it all seemed easy. But we'd got it badly wrong. Basically the car that we came up with was a turbocharged version of the F2 car but it was completely the wrong way to go.

The engine was terribly underpowered and the turbo was so far away from the inlet we needed a trailer to carry it. The lag felt like days rather than fractions of a second. Actually there was about five seconds delay between flooring the throttle and having the power come in. At the chicane round the back of Zolder you quickly learned to press the throttle and the brake at the same time – left-foot braking before it had been heard of in F1 – because if you didn't, you could turn into the corner, with your foot already flat down on the throttle, turn left, right, left and only as you were going up the hill would the power finally come in. Then you'd go from 3-400 horsepower to 8-900bhp in an instant. The car was just evil.

But it wasn't just the engine. The concept of the car – with the aluminium sidepods supporting the engine as it had done in the F2 car – was wrong for F1. It was difficult to get the car properly balanced and because of the engine's reliability problems and our late start we got very little test miles to find a decent set-up. We had Pirelli tyres, which were the an unknown quantity, and we just didn't have the funding or technology of the other turbo teams. It was also not a particularly strong car. Whenever you hit anything it would just crumple.

I first drove it at Silverstone and while it didn't feel brilliant, I thought it might be ok. But there were no other F1 cars there. Then we went to Imola for



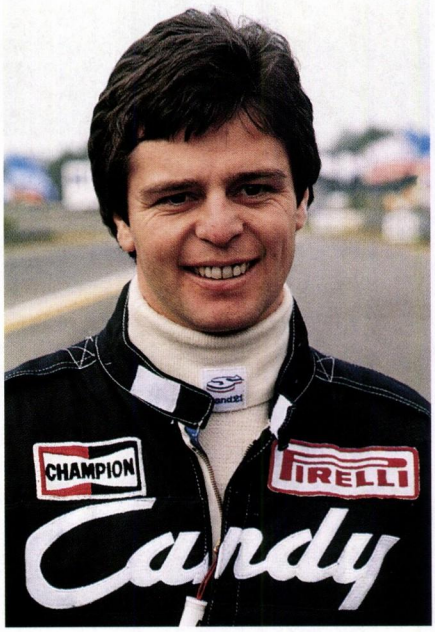
our first race. We had these Italian sponsors and we naturally wanted to be first team onto the track for practice. But I got about 300 yards down the pit lane then the car stopped and caught fire. And it went downhill from there.

When we did manage to do some running, we found we were 10sec off even the back of the grid. We were so far off we'd agreed that I'd try driving straight across the chicane. But even that got us nowhere near.

In Austria we couldn't get the engine started for practice. When we eventually sorted that out I found that I couldn't get it up the hill out of the pits. The engine would just not pick up enough to get the momentum needed to get up there. So I ended up having to park it about half way up.

What time I did get on the track that season was spent mainly driving on the marbles keeping out of people's way. There were situations where you couldn't get out the way of a faster car in time and that caused frequent aggravation.

Things like that were embarrassing, but the thing with Toleman and the people there – especially Rory Byrne – was you knew they weren't going to make mistakes twice. Although it was a disastrous season, it didn't cause any real tension between us. We were very close-knit and we were all confident that for the next year we'd get it right.




***Derek Warwick and Toleman TG181 did not get along. They qualified just once all season***

Eventually, we got some crucial testing miles under us, Rory made the car more driveable, Pirelli came up with some new tyres and it gave us the step that enabled us to get it on the grid by the end of the year. Brian Henton qualified at Monza and I qualified at Las Vegas.

Earlier in the year I'd had a bet with Jackie Oliver. He said that not only were turbos never going to catch on in F1 but that I would not qualify the Toleman for a single Grand Prix. The bet was for $20,000. So on top of the emotion of qualifying from my mechanics and family etc, I was doubly pleased because of this bet. Yet, to this day, he has never paid up.

For the race I desperately wanted to get the car home, but in the end it was a relief when the gearbox broke after about 40 laps because, physically, I was destroyed. I'd had so few miles in the car I wasn't up to doing a full Grand Prix distance.

If it hadn't been for Toleman I wouldn't have got into Formula One and that I'll never forget. In one sense there was no better team to come into F1 with, because they were such a good bunch of people. But at the same time, as a new driver you're desperate to show your potential and that was an impossible thing to do in that situation.




***TG181 was not just slow – up to 10sec off the back of the grid – it also had awful turbo lag***




# Campari con




Spitzley/Zagari

## *HE COULD HAVE BEEN A PROFESSIONAL OPERA SINGER BUT GIUSEPPE CAMPARI'S HEART LAY IN MOTOR RACING. BILL BODDY PROFILES THE LIFE OF AN ITALIAN GREAT AND JUDGES HIM AGAINST HIS MANY RIVALS*

VERY BROADLY, RACING DRIVERS ALONG THE YEARS can be divided into the professionals and the amateurs. This was recognised at Brooklands, where for some years there were races for 'Private Competitors' – those with no connections with the motor trade. This led me to say to Jenks how nice it was that most of the drivers there were amateurs. DSJ looked at me quizzically and soon presented me with a list of 39 well-known drivers with garages or other motor businesses. "Counter that," he said. I had to trawl hard to do so. I had to list doctors, a barrister, a fur-broker, a number of stock brokers, Army and Naval officers, a bacteriologist, a Peer of the Realm, a contractor, a Royal Prince, a publisher, a butcher and several journalists to accomplish the challenge...

Which is where Campari comes in. It was well known he could have been a successful opera singer had he not been a professional racing driver. His wife, Lina Cavalleri, was an accomplished singer. (Perhaps musically orientated readers will be able to tell us just how famous she was, and whether Campari would have made a truly great impact in the theatre had he not preferred the circuits?)

But racing was Campari's calling. He was born near Milan, and became a test driver at the ALFA factory, forerunner of Alfa Romeo. Soon he was allowed to drive their racing cars, to some effect, as just after he came of age in 1914, Campari was fourth in the tough *Coppa Florio*. Hostilities over, he raced for the newly formed Alfa Romeo, for a time with the out dated 40/60hp cars, with one of which he scored the first important victory of Alfa Romeo; he won the 242-mile Mugello race over the Futa Pass in 1920, ahead of a Diatto and a Weber driven by a man to make his name in carburettors.

By 1921 Alfa Romeo had a significant team of drivers, in Campari, Antonio Ascari and Ugo Sivocci – "The Three Musketeers" – backed up by Enzo Ferrari. Even then Ferrari influenced racing, enticing designer Luigi Bazzi from the victorious Fiat organisation to work for Alfa Romeo. It is said that Ferrari and Ascari would sing operatic arias with Campari at times, when the results were joyous.

That season Campari was second-fastest in the Parma hillclimb in the big car and in the *Targa Florio*, Campari was third against more potent GP cars. By 1922 the Targa was a truly international happening, yet difficult as ever; it was said to have but 13 miles of level road in the entire 268 miles. Campari alone in a 40/60 was only 11th, but third in the racing car class. He retired in the *Gran Premio* race at Monza and his hoped-for hat-trick at Mugello was frustrated by a broken valve on the last lap. The same happened in the Brescia GP, after which Campari gave up driving the rather outdated car.

Alfa Romeo's hopes for the 1923 Targa Florio were based on a five car team developed from the sports R1 model, and Count Masetti, who had won the two previous Targas with Fiat and Mercedes. It paid off for Alfa, a 1,2,3 finish only spoiled when Campari's 3-litre ran out of fuel on the final lap. Sivocci won, Ascari passed the dry car of Campari, Masetti was fourth and Ferrari retired. At the end of '23 Sivocci was killed in the new P1 GP car practising for the Italian GP at Monza and the other Alfas were withdrawn. Campari did not compete as regularly as the others and one wonders whether he may have been using his operatic gift at amateur performances – does anyone know? However, 1924 was the year of the great P2 GP cars, when his talents could be better demonstrated.

It was the age of supercharging, and the Vittorio Jano-designed GP Alfas had supercharged straight-eight twin-cam, 1987cc engines for the 2-litre GP ruling. The wheelbase was 8ft 8in and power output was 135bhp at 5500rpm, top speed about 135mph, with an unladen weight of 15½ cwt, with 21x5 Pirelli balloon tyres.

With the P2s, Alfa Romeo faced a great 1924. But first Masetti was second in the Targa and Campari

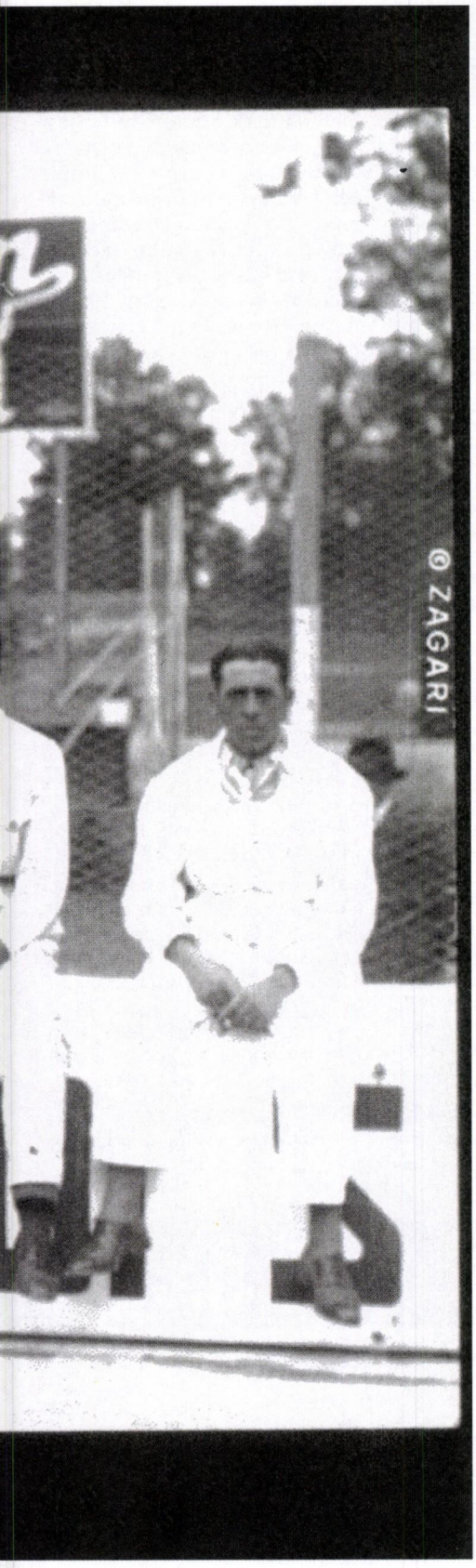



third in the *Coppa Florio* with the TF Alfas. After a run of wins in lesser races by Ferrari, Campari had a P2 at Pescara but hit something, burst a tyre, and was flagged in by his pit. Ferrari won again. But Campari made up for this with victory in the European GP at Lyons, in which four P2s ran, the veteran Louis Wagner enrolled as a team driver. It was a race between Delage, Fiat, Sunbeam and Bugatti. Ascari was in the ascendant but on the last lap his engine gave up and Campari took the flag, from Divo's Sunbeam, after just over seven hours at the wheel, at 71mph, earning 100,000 Francs. In the Italian GP the P2s dominated, Ascari first, at 98.76mph for the 497 miles, from Wagner and Campari. The veteran Minoia had the fourth P2 and was fourth, an Alfa grandslam.

Alfa supremacy continued in 1925, last year of the 2-litre formula: they took the manufacturer's Championship, the chief prize before today's Drivers' title had been introduced. The P2s now gave ➠

***Left: David and Goliath. Nuvolari and Campari at Pescara for the Coppa Acerbo. Above: Some personalised transport for Alfa and Campari***


Michel
AQUA




165bhp and were formidable, although said to be slightly lacking in road-holding. But they out-did the V12 Delage challenge. They met in the dull European GP at Spa, the Delage team retiring and only Ascari and Campari finishing, 1, 2. In the 1925 French GP at Montlhéry, Ascari had it all his own way until he lost control in unexpected drizzle, overturned and was fatally injured. The other Alfas were withdrawn and the Delage won, their drivers afterwards laying their laurels on the spot where Ascari crashed. Ascari's son Alberto was six years old.

At Monza for the Italian GP four P2s ran, the American Peter de Paolo replacing Ascari. After a Duesenberg had led but crashed, Campari looked set for an easy victory but a long refuelling pause gave the race to Brilli-Peri. Apparently Nuvolari would have been reserve for the Alfa team but had crashed a P2 in practice when the gearbox seized. The 1½ litre formula for 1926 made Alfa withdraw, to concentrate on sportscar racing. However, the P2 was to be developed to produce about 200bhp and the cheerful, portly Campari proved just as adept in the roadgoing Alfas and in these faster P2s.

Campari had a good '27, cap sometimes reversed a l'Etancelin. With the more powerful P2 he won the *Coppa Acerbo*, was second in the Milan GP at Monza and also won the 320-mile *Targa Abruzzio*. He was also in good form in 1928, endorsing his versatility by winning Mille Miglia in a s/c 1500 Alfa, with Guilio Ramponi. Using another s/c 1500, Campari managed to split the Bugatti opposition in the Targa Florio, behind Divo but ahead of a great number of other top drivers. He had bought one of the old P2s and won the *Coppa Acerbo* at Pescara, averaging 68.25mph for 317 miles, was third in that year's *Coppa Ciano* at Leghorn, then, having sold the car to the fiery Achille Varzi, they shared it in the Italian GP, where it was second between the Bugattis of Chiron and Nuvolari; Chiron set a race record of 99.14mph but Campari's average was only 0.77mph slower, after contending with an accident when an old Talbot went into the spectators.

That the Mille Miglia victory had been no fluke Campari demonstrated by winning the stupendous race again in 1929, partnered again by the calm Ramponi, in a s/c 1750 Alfa Romeo, at 55.69mph. The now well-established driver was absent for most of 1929 but came to Ireland for the Ulster TT, as one of the works team of 1500 Alfa Romeos. Mr FW Stiles of Alfa Romeo British Sales Limited had persuaded the company that the British were keen users of sportscars and able to invest in their cars; he had already enticed them to the Phoenix Park races, Boris Ivanowski doing very well there. For the TT, Stiles had put in Ivanowski, Artilo Marioni, George Eyston and Campari in s/c 1500cc cars. Campari not only won the class but was second overall behind Caracciola in the 7-litre Mercedes-Benz, over the rain-swept tricky course.

From 1930 it was the famous Scuderia Ferrari which was running the racing side of Alfa Romeo. The TT that year was a great success with Nuvolari, Varzi and Campari in the s/c 1750s and Eyston as reserve. They duly took the first three places, Tazio winning at 70.88mph, Campari second and Varzi third, after Campari had ignored no-overtaking zones and the signals of irate officials, his response being to slow but not to stop at his pit. He could be rather excitable but was a very fast driver, 1930 bringing him in second in the *Coppa Ciano* with Marioni, and third in the ever challenging Mille Miglia. And he was second at Phoenix Park to Caracciola's huge Mercedes-Benz in the combined and so-called Irish GP.

In 1931 Campari drove one of his best races, at Phoenix Park, thrilling the onlookers as he fought with Birkin's 2.3 Alfa Romeo in a 2½-litre Maserati, braking hard into the corners, sliding on the road awash after a thunderstorm, to come in second after the hectic 300 Irish miles, despite a stop to have a damaged eye bandaged. He still came second in the big-car race to Birkin. Before that, the wily old campaigner who had seen everything and done most things, as one writer observed, was also in great form.

He won the Mille Miglia in a 1750, after the new 2.3s had monumental tyre trouble. In the Targa Florio, taken very seriously by Ferrari and Jano, Nuvolari's 2.3 won but Campari was fourth, less than 20sec behind Varzi's Type 51 Bugatti. In the




ten-hour European GP at Monza Nuvolari was paired with Campari, and they won in a 2.3 Alfa, thereafter called the Monza type, at 98.17mph for a day's racing. In another ten-hour GP at Montlhéry the Campari/Borzacchini Monza was second to the Chiron/Varzi T51 Bugatti. In the Belgian GP, ten hours again, a stone holed the sump of Campari's Alfa, losing him the European Championship, but he just said, "It could not be helped."

He won the *Coppa Acerbo* quite easily using the powerful Tipo-A Twin-Six Alfa, and in the TT he fought another battle with Birkin both in sports 2.3 Alfas. But in hoping to early brake the Italian at the corner at Comber, a ploy Campari recognised, Birkin hit the bank and stopped. But Campari had no choice but to use the escape road, finishing sixth on handicap and for once was very angry! Borzacchini was second. Campari had the 3½ litre twin-six for the Monza GP but the two gearbox transmission played up.

***Left: Borzacchini, Campari, Bazzi, Brivio, Siena, Chersi. Above: 1924 Grand Prix de l'ACF and first very big win for both Campari and Alfa Romeo P2***

# EXTRAORDINARY STORIES ....NOW ON VIDEO!



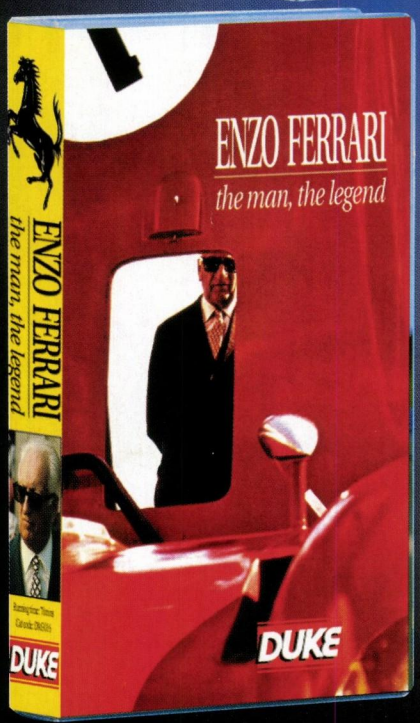

**THE BRM STORY** A fascinating four volume video series from acclaimed motoring historian Neville Hay that, for the first time, comprehensively documents the history of one of Britain's most heroic racing organisations. Each video incorporates a wealth of original company archive, rarely seen action shots and interview footage that is sure to be appreciated by any fan of motor-racing.

**Volume 1 - The V16 Years**
Tells the story of the supercharged Mark 1 and Mark 2 V-16 models which roared onto the racing scene in the early 1950s.
**No.3011 55 mins**

**Volume 2 - The P25 Promise**
Recalls a promising period in BRM's history - including their first win in a World Championship event in 1959. Features interviews and archive action footage with Peter Collins, Stirling Moss, Tony Brooks, Bruce Halford, chief designer Tony Rudd and David Owen. **No.3012 47 mins**

**Volume 3 - V8 For Victory**
The development of the rear-engined, 1.5 litre V8 P57 enabled Graham Hill to win four championship races and the World Drivers title, and secured BRM's first Constructors title. This volume also recalls the early racing career of Jackie Stewart and the exploits of Richie Ginther and Dan Gurney. **No.3013 47 mins**

**Volume 4 - 3-Litre Finale**
Concentrates on the final days of BRM and their GP victories, the story behind the H16 and the departures of Graham Hill and Tony Rudd. Inlcudes fascinating interviews with Jackie Stewart, Richard Attwood, Tim Parnell, John Surtees, Peter Gethin, Jean-Pierre Beltoise, Jackie Oliver and Tony Rudd plus rare insights from the Owen family whose involvement was crucial to the team's fortunes. **No.3014 47 mins**




## ENZO FERRARI - THE MAN, THE LEGEND

Over 5000 races and 24 World Championships in Grand Prix and Sports Car racing have been won by the bright red cars with the proud Prancing Horse insignia and this remarkable new film by acclaimed Italian programme maker Oscar Orefici is a fitting celebration of the life, loves and work of their legendary creator. Fascinating library footage, much of it never seen before, is intercut with dramatizations of key episodes in the life of 'Il Commendatore' including reminiscences from people who knew him intimately, including Lina Lardi, mother of his son Piero.

**£14.99 70mins No.3016**
**(Available from leading video stores or by mail order)**

## Available by mail order only.

**EACH VOLUME £14.99 OR BUY ALL 4 VOLUMES (No.3015) AND PAY JUST £50.00! (SAVE NEARLY £10!)**

## CALL US ON & QUOTE REF: 6212 01624 640000 DUKE dukevideo.com

We accept Visa/ Access/ Eurocard/ Mastercard/ American Express or Connect cards. Cards will not be charged until despatch.

**Orders:** Post to Duke Video, Dept. 6212, PO Box 46,Douglas, Isle of Man, IM99 1DD, British Isles or **fax** on 01624 640001

**Internet:** (order line): www.dukevideo.com

**e mail:** mail@dukevideo.com

**P&P:** British Isles: 1 item £2, 2 or more items £3. Europe: 1 item £3, 2 or more items £5. World: £5, each additional item £2.50.

**Guarantee:** If not 100% satisfied we will replace or refund within 30 days of purchase. This is in addition to your statutory rights.

**Delivery:** 7 - 28 days.

Please send me: _____

I enclose cheque / PO for £ _____ or charge my Credit / Debit Card Account No: _____

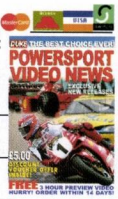
Start date: _____ Expiry date: _____ Issue No: _____

Name: _____ Address: _____

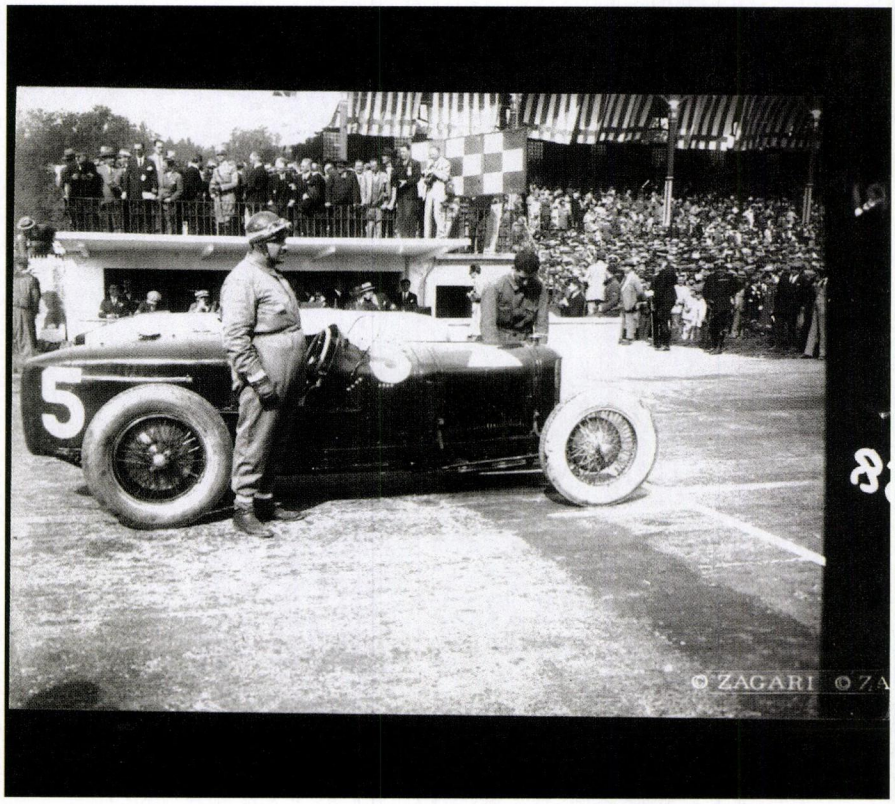
Post Code: _____ Signature: _____

We occasionally allow other companies to use our mailing list. If you do NOT wish to receive any other mailings please tick. ☐

Please tick for *FREE* Powersport Catalogue ☐ DEPT 6212






Approaching middle-age Campari had lost none of his abilities. In the Mille Miglia he went off the road after Ancona and was last in the five-hour Monaco GP but for the Italian GP, in one of the new P3 monoposto Alfas, the other driven by Nuvolari who won, he was fourth. In the Coppa Ciano he was third in an Alfa 1,2,3 led by Nuvolari.

In the Monza third heat he was third again but in the final Fagioli's twin-engined Maserati shunted Nuvolari off the road and he was disqualified; Alfa threatened to withdraw, the crowd got angry, so it was forgotten, but as Nuvolari's P3 had been damaged he took Campari's. However, in the 1933 French GP at Montlhéry with a two-seater 2.9 Maserati that was in continual tyre trouble, snaking horribly, and was difficult to restart, a push-start incurring a 1000 franc fine, Campari overcame the lot to win and set a new lap record for the road course, of 86.6mph.

Hit again in the eye by a stone in the Marne GP he had no luck with the monoposto 2.9 Maserati and then came the sad Monza GP track race. Skidding on oil, Campari in a 2WB Scuderia Ferrari




P3 Alfa Romeo was killed, and Borzacchini died later from the same accident, and in the final Count Czaykowski in his Bugatti crashed fatally. So ended a fine career and the great life of a popular driver to whom the spectators had called, as he went to the start, by his nickname *Negher*, for swarthy. Ironically, Campari had already intended to retire to pursue his other profession. The Alfa drivers shared prize money but perhaps opera paid better...

So how should we rate this great Italian driver? Not, perhaps, quite in the class of the likes of Nuvolari, Chiron or Varzi but the following is worth bearing in mind when considering his abilities: in the period 1922-33 Campari won four top races, and scored seven seconds, five thirds and three fastest laps, a better performance than that of Caracciola over the same period and far better than those of Etancelin, or Brilli-Peri. The measure of a very experienced and fully capable driver, who deserves to be remembered. M

***From the top: A man of many interests... Here he has a trot around a Modena piazza in 1929; the Alfa P2 was the vehicle for so much of his success***


V774 JPU



# *Scalded* Cat

***FORD'S NEW RACING PUMA IS THE ULTIMATE VERSION OF AN ALREADY BRILLIANT CAR. THE ONLY PROBLEM IS IT COMES WITH A LESS THAN BRILLIANT PRICE TAG. MATTHEW FRANEY TRIES HIS HAND AT THE LATEST IN A LONG LINE OF BLUE OVAL SPECIALS***

photography by Ben Redgrove



*Brilliant seats grip driver tightly in the twisty stuff. Equally fine chassis and steering make for driver's car*

It took a bit of umming and ahhing but I've decided to come clean from the beginning. I realise I could flesh out a couple of thousand words on how it goes, what it looks like and how its bolted together before I bring you back down to Earth with a bump, but on reflection that seemed more than a bit unfair. So here goes. The Ford Racing Puma costs £22,750. There, I've done it.

Even to the most fiscally unchallenged of our readers, £22,750 represents a healthy investment to make in any sportscar. Particularly one that carries the Blue Oval. Ford's product range continues to improve and impress but breaking the £20,000 barrier to buy one of Ford's finest remains for many a leap of faith that is hard to countenance. For that sort of money you should be talking BMW, Alfa Romeo – even Lotus.

On the plus side this is no breathed upon Ford Ka we are talking about here. This is an uprated version of a car that made motoring journalists coo all the right noises when its base model was released nearly three years ago. The Puma – in 1.7-litre guise at least – was everything cars like the earlier Escort Cosworth were not. Its chassis dynamics were outstanding, handling crisp and, most importantly, it was accessible to a market where a low insurance group is as important as a low 0-60mph time. One of the reasons you see so many regular Pumas on the road is the fact that someone on a regular salary can still stomach the running costs.

So what does an extra £7750 buy you? In pure performance terms not a great deal. Ford plans to sell 1000 of their 2+2s in Racing spec and for this they have commissioned veteran Ford tuners Tickford to convert cooking1.7-litre Pumas. The company that brought you muscle cars like the Tickford Capri and RS500 Sierra has certainly gone to work on the Racing Puma but not to the extent that you will feel like bandying figures around in the pub. Revised camshafts, intake manifold and engine management means that power output has increased, but only from a rather meagre 125bhp to a still unstartling 153bhp. That equates to just a couple of tenths off your 0-60mph times. The suspension too has been worked on; its layout remains the same but uprated springs, dampers and anti-roll bars make for a markedly stiffer set-up.

Where the Racing Puma really does at last start to stand out from a crowd of its stock sister is in its appearance. The front and rear track has swelled by 70 and 90mm respectively; an increase that instills in the Puma even more of a go-kart feel while allowing the stylists to pen a set of the most outrageously flared wheel arches. From all angles Racing Puma looks the part; some might say it looks now only as the original should have from the start. Under the nose sits an air splitter to complete a brutally beautiful picture. You don't need to brag in the pub. All you need do is nod silently towards the car park.

Inside the changes continue apace. In come a set of superb Sparco bucket seats that appear to have been borrowed straight from a touring car. Trimmed in blue suede, a recurring theme right down to half the steering wheel, they are as supportive as they first appear. If they are lacking in anything it is more shock absorption, for on anything other than the smoothest of asphalt the harshly sprung car transmits a succession of jolts through your backside.

**"From all angles Racing Puma looks the part. . . a full-frontal visual assault"**



Vibrant upholstery aside, the Racing Puma retains many of the standard car's internals. That means the dash and instruments are unchanged, the excellent Ford CD system is included while the pretty pointless rear seats remain. Convince yourself that this is a car for a family of four and the two children in the back will be signing themselves up for adoption.

If the Puma is a visual masterpiece, your ears have not been forgotten either. An entirely new exhaust system runs beneath the floor pan culminating in a cannon-sized tailpipe. Position yourself anywhere along its length and the result is more than surprising. Ford's engineers have allowed the Puma to be a little extravagant with its fuelling and if that means that the odd puff of unburnt super unleaded should make its way through to the exhaust system then so be it. The result is a rorty, bass note punctuated by a series of metallic pops and bangs on over-run.

If it's true that it's the little things that make a total driving experience then assessing whether the Racing Puma offers up quite enough is a real conundrum. Nobody buys a car like this expecting the ride qualities of a Focus, but they should feel entitled to be able to drive on less than perfect roads without excessive tramlining through ruts and thumping over manhole covers. That the Racing Puma is incapable of doing so is its greatest indictment. When cars like Porsche's 911 GT3 ride as well round town as a Ford, somebody has got his sums wrong.

Of course just when you are on the verge of becoming tired of Racing Puma's dark side, life has a way of throwing in a little ray of sunshine. In the case of this car that comes in the shape of any road that has a) corners and b) no traffic. If ever a car was made for those country lanes of motoring hack folklore, then this is it.

At anything approaching exciting speeds the Puma is transformed. The low-speed jarring vanishes to be replaced by a sure-footedness that makes this a remarkably easy car to simply to drive quickly but to drive really hard too. The wider tyres, traction control – and moderate power levels – mean that it is impossible to generate more than the odd chirp of protest as you accelerate away from low speed corners. Indeed, only mild understeer is the order of the day as you feed the power in, especially above




***New inlet manifold and camshafts mean power output is raised... but only to a shade over 150bhp***

4000rpm where the Tickford engine – progressive in its delivery without ever being astounding – is particularly on cam.

Without much grunt and front-wheel drive, exiting corners will never be as much fun as entering them and it is here that the Puma is worth its price tag. In a chassis as dynamic as this, the heavily revised suspension only serves to make the car feel even more alive. As you skit from turn-in to apex, the car reacts precisely to driver inputs, whether from right foot or steering wheel. Feel the front end washing wide and the nose will tuck in simultaneously – almost telepathically – as you ease off the throttle. Find a sudden need to tighten your line further and the same is true should you wind on more lock.

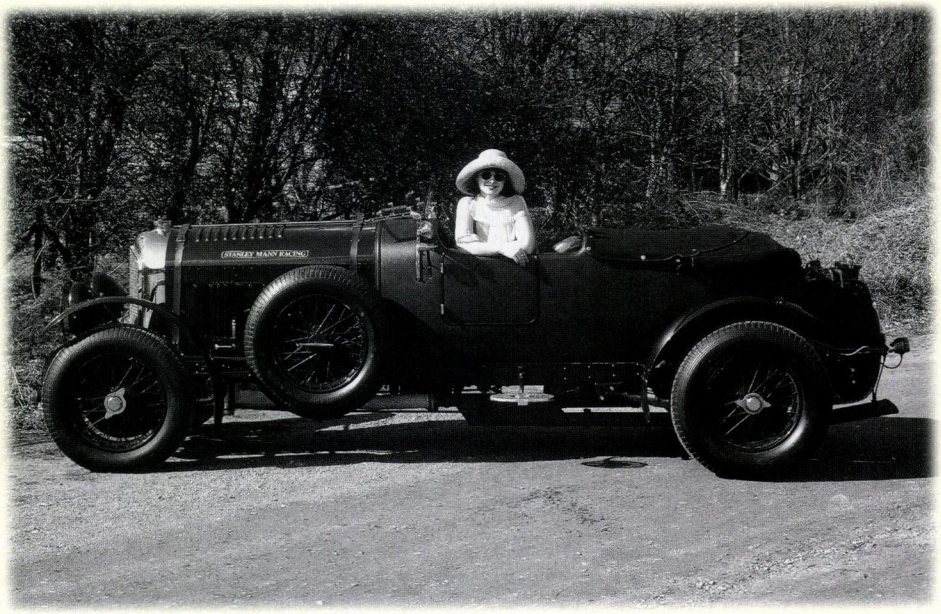
Such positive responses are what any driver wishes from a car and the Puma delivers with ease. What's more, it possesses that indefinable character – an ability to feel quicker than it would appear on paper. Gearchanges, for example, clunk enjoyably through the gate, the action precise, the clutch equally so.

Steering is also sharp and quick, the winged edges of the bucket seats coming into play in S-bends as you transfer weight effortlessly from one side to ➳

## "The Puma possesses an ability to feel quicker than it would appear on paper"



# Imagine if you lost her!




## We're here to help

If the unthinkable were to happen,what would you do? Who would you turn to? Aon Risk Services, with many years of experience in the motor industry, have insured the happy ending to many a potentially 'sorrowful' tale.

So, whether you are the proud owner of one classic car or a whole museum, a dealer, restorer or member of a motoring club, Aon Risk Services has the right policy for your specific needs.

**Vintage and Veteran Cars  Post War Classics  Instant Classics  Classic Motor Trade  Classic Motor Cycles**

***Insuring the important things in life***

# 0990 70 80 90

AON

## SPECIFICATIONS

| | Ford Racing Puma |
|---|---|
| **ENGINE** | |
| **Type** ... ... | In-line, four cylinders, water-cooled |
| **Capacity** ... | 1679cc |
| **Max power** | 153bhp @ 7000rpm |
| **Max torque** | 119lb ft @ 4500rpm |
| **Valve gear** ... | dohc, 4 per cyl |
| **Fuelling**... ... | Ford EEC V ignition, multi point fuel injection |
| **Transmission**... | Five-speed manual |
| **CHASSIS** | |
| **Suspension (f)** | MacPherson struts, coil springs, anti-roll bar |
| **Suspension (r)** | Torsion beam, coil springs, anti-roll bar |
| **Brakes** ... | 295mm vented discs (f), 270mm (r) |
| **Steering** ... | Rack and pinion, power assisted |
| **Wheels (f/r)** | 7.5J x 17in |
| **Tyres** ... ... | 215/40 ZR17 Pirelli P7000 |
| **DIMENSIONS** | |
| **Length** ... | 156.8in |
| **Width** ... ... | 69.7in |
| **Kerb weight** | 2352lbs/1050kg |
| **Top speed** ... | 126mph |
| **0-60mph** ... | 7.9secs |
| **Price** ... ... | £22,750 |



*Puma's enormous flared arches house broad rims on extended track. It all adds up to that go-kart feel*

the other. If I have a gripe it is that the seating position and lack of adjustment in the wheel itself go some way to eliminating a sporty feel within the cabin. When you are playing at racing drivers, it can be nice to feel like a racing driver.

Brakes are the final area of the package to have had a seeing to. The rear discs remain the same at 270mm, but inside the front wheels sit 295mm discs now shod with four-pot Alcon calipers. Throughout an afternoon of hard driving they showed no signs of fading and while the retardation is effective there remained in my mind an underlying feeling that Ford knew this car would never arrive at corners at totally break-neck speeds. While the rest of the Puma carries the aura of a racing car, the brakes feel rather more road-based.

Which of course is where this car will spend 95 per cent of its time. The crux lies with whether you will spending that time sitting on the M25 or planting your right foot as you head into the Yorkshire Dales. As you rumble your way along the former you may just resort to buying one of those beaded seat covers beloved by mini-cab drivers of my acquaintance. On the latter you will rest easy in the knowledge that there are very few cars available today that will stay with you.

If Ford is to sell 1000 Racing Pumas then my guess will be that they will go not to people who research the market in the greatest of detail but to someone with a generous company car allowance, even, dare I suggest, the odd Essex hot-rodder. That's not to say that the Racing Puma is not worthy of the discerning driver – it is undoubtedly brilliant when being hustled along – but at the end of the day you have to ask how many people are going to part with £23,000 for a 1.7-litre Ford. However good it is. M

**"Rest easy... there are very few cars available today that will stay with you"**





# NOMEX

***THANKS TO ITS EXTRAORDINARY FIRE RESISTANT PROPERTIES, NOMEX IS REPUTED TO HAVE SAVED UP TO 5000 PEOPLE FROM DEATH OR CRITICAL INJURY. KEITH HOWARD REPORTS ON A SYNTHETIC SUPERHERO***

photography by Charles Best

To the post-war generation, duped into believing that drip-dry bri-nylon shirts were a neat idea, the phrase 'man-made fibre' has an inglorious ring to it. But if you look beyond that unhappy example (sweaty oxters and static to shame a Van der Graff generator) it's undeniable that synthetic textiles represent one of the most significant technological developments of the second half of the 20th century.

Kevlar is the best known of the synthetic fibres to have had an impact on motorsport, although in many applications it has been forced to give best to carbon (graphite) fibre – weight for weight, an even stronger, stiffer alternative. Nomex, an aramid synthetic related to Kevlar, enjoys an altogether lower public profile but can justifiably claim that this is in inverse proportion to its true significance. Just ask the 5000-odd people in motor racing it is estimated to have saved from death or serious injury.

Like its cousin, Kevlar, Nomex is a product of the mighty Du Pont corporation. First synthesised at the company's Richmond, Virginia plant in 1965, it entered small-scale production shortly thereafter. Although its mechanical properties are pretty good, Nomex's most significant feature is its stubborn resistance to burning. As well as being self-extinguishing, it merely chars when heated to 350deg C or beyond – it does not melt. Moreover, it can easily be woven into a flexible cloth, thereby making it the ideal material from which to fabricate practicable fire-resistant clothing.

Nomex's rapid introduction to the American race scene – it was first worn at the 1967 Indianapolis 500, by every Goodyear driver – came about because of a personal friendship between astronaut Pete Conrad and Bill Simpson, who in 1958 started a motorsport supply business, at first making braking 'chutes for dragsters. Conrad (who was killed in a motorcycling accident last year) raced a Formula Vee at the time and in 1966 suggested to Simpson that he check out a new material being used for the canopies of Gemini programme re-entry parachutes. Simpson himself had been experimenting with a fire-resistant race suit made from aluminised twill cotton and it was, in his own words, "just awful". Nomex, the new material being used by NASA, had been selected because of its fire resistance and Conrad reckoned it might be ideal for racewear. A few years later it would also be used in the space suits which Apollo astronauts wore to the moon.

Conrad persuaded NASA to let Simpson have a small amount of the Nomex cloth – at the time Du Pont was manufacturing a mere 10,000lb of the fibre a year, with a plan to increase this to 25,000lb, so it was like gold dust – which he duly made up into a race suit. Simpson showed it to Dan Gurney who liked what he saw of the new material, particularly when it was doused in fuel and set alight as a demonstration. Very soon Du Pont found it had a market for Nomex it had never envisaged.



***Nomex clothing has saved many lives in racing***

Today the company makes around a thousand times the amount it originally intended, for use in numerous applications many of which count fire resistance as a primary requirement.

In the motor racing context Nomex also serves as the reinforcing fibre used in the honeycomb cores of sandwich composite panels, where in addition to its exceptional fire resistance it has the benefit of high electrical resistivity, the latter obviating the galvanic corrosion that can occur between carbon-fibre skins and an aluminium core. (As an aside, this also explains the widespread use of titanium fittings with carbon-fibre composites. Even more corrosion resistant than stainless steel, titanium is uniquely immune from the oxidation from which other metals suffer when used in contact with the electrically conductive carbon fibre.)

Fire resistant clothing, however, remains Nomex's principal claim to fame. Asked to recall the most telling example of the life-saving difference it has made in motorsport, Bill Simpson – whose company has since grown into one of the premier racewear suppliers in the US – recalls the pit fire which occurred during an Indycar race a Michigan Speedway in 1979. It was an incident that makes the infamous Benetton Formula One pit fire of 1994 seem minor by comparison. Over 250 gallons of alcohol fuel gushed down the pit lane, engulfing around 30 people in the ensuing blaze. Happily every last one of them was wearing Nomex and none was seriously injured.

The single flaw with Nomex as it was originally manufactured was that it lost strength when exposed to intense heat, with the result that it could sometimes tear. In 1975 Du Pont addressed this problem by blending Nomex with a small amount (5 per cent) of Kevlar to produce Nomex III – one of a series of variants to have been developed down the years. As well as Nomex III the list now includes pure Nomex Delta FF, whose fine fibre particularly suits it to use in underwear and balaclavas, and Nomex DeltaA, DeltaC and DeltaT, all of which are mixed with different proportions of other fibres to adapt them to specific uses.

To test its ongoing Nomex developments, Du Pont has even built a rather gruesome device it calls 'Thermo-Man' – a full-sized human dummy which can be dressed in protective clothing before being exposed to a carefully controlled propane flash fire. Over 120 sensors distributed over the dummy's surface measure local temperature inside the clothing and allow the researchers to estimate the severity of burning that would have occurred had a real person been involved.

Less than 40 years ago F1 drivers were still going to work in impregnated cotton race suits which Bill Simpson politely describes as 'marginally flame retardant'. Today's F1 pilots, and those in many lower formulae too, are clothed from head to toe in Nomex and as a result are very much less likely to suffer burns in the increasingly unlikely event of a fuel fire. The late Pete Conrad will be remembered by the world at large for being commander of Apollo 12 and the third person to walk on the moon – but many in motor racing have equal cause to salute him for that timely conversation he had in 1966. M

# THE GREATEST RALLY DRIVER OF ALL TIME

***IT'S NO EASY THING TO RANK A CENTURY OF RALLY DRIVERS, BUT JOHN DAVENPORT ASKED SOME OF THE GREAT NAMES IN THE SPORT FOR THEIR VOTES ON WHICH ONE HAD IT ALL***

MAN HAS FACED ALL MANNER OF DIFFICULT tasks over the years, such as climbing the north face of the Eiger. But it is just possible that, in the first few months of the twenty-first century, MOTOR SPORT has already discovered something harder. We have tried to place in order the Greatest Rally Drivers of the century that has just passed.

## "Only a few people alive today can have witnessed Donald Healey or Ian Appleyard"

This kind of driver ranking is hard enough when the protagonists have all driven state-of-the-art racing cars on established racing circuits. Levels of racing technology have varied widely over the years, but the challenge has been basically the same. But in rallying, the technology has varied even more widely. And as to the events themselves, even contemporary fixtures bear little resemblance to one another, while if one tries to compare today's rallies with those of years gone by, the task is almost impossible. Only the tag 'rally' links, say, the current Rally of Finland with the Marathon de la Route of the 1950s.

Thus it is a bold task indeed to try and equate the skills and qualities of successful rally drivers down the years and come up with a proper comparison. To try and make the exercise as interesting and as fair as possible, it was decided that a form of oligarchic democracy should prevail. In short, 20 eminent journalists, team managers, drivers, photographers and engineers were asked to pick their top six rally drivers and comment on their first choice. The results have been interesting, to say the least.

The most common reaction from the experts was also the most expected, namely the difficulty of the task. Michèle Mouton went furthest of all by politely but firmly refusing to nominate her list. She felt that the parameters were too wide, in that one could not easily compare a modern special-stage driver with one of the endurance experts of old. She also rather cleverly opined that she was too young to have known some of the older drivers and thus be able to form an opinion about their skills and talents. Jean Todt did give his six top drivers, but said that it was however impossible to put them in a strict order of merit due to the discrepancies between events and machines over the years.

In any case, the effective outcome is that, of all those voted for, not one rally driver comes from the first half of the century. This may be unfair on drivers who distinguished themselves on the early events, but only a few people alive today witnessed at first hand the driving skills of Donald Healey, Jean Trevoux or Ian Appleyard. Their reputations are alive and well, but the passage of time makes it hard to place them against 'modern' drivers.

The other criterion that seemed to weigh heavily with our panel was versatility. The performances of drivers like Jean Rolland and Jean Vinatier on the Coupe des Alpes, Sandro Munari on the Monte Carlo, Lucien Bianchi and Eugen Bohringer on the Marathon de la Route, or Bernard Darniche and Didier Auriol on the Tour of Corsica were felt to be very specialised. Of course there are drivers like Ove Andersson, Miki Biasion, Ari Vatanen and Jean-Pierre Nicolas who have won both the Monte Carlo and the Safari, events at extremes of the rally firmament. But there were many more varied examples that were raised by our panel.

Perhaps now is the moment to reveal the result of the voting... ➳



Hugh W. Bishop

***Peer pressure... By informal consensus of senior figures in rallying, Hannu Mikkola is the popular choice as Greatest Rally Driver. In a career spanning the Sixties to the Nineties, his speed in every type of car and on all sorts of events gives him an indefinable edge***


IN YD 29
MICHELIN
BOSCH
BOSCH
BOSCH
BOSCH

Hannu Mikkola emerged as the clear leader over current and four times World Rally Champion, Tommi Makinen. The most frequent comment about Mikkola concerned his versatility at being able to win long distance events like Safari, London-Mexico, Ivory Coast and Morocco as well as sprint events like 1000 Lakes, RAC Rally, Portugal and Sweden. And sometimes he would go straight from an endurance event to a sprint and win both.

Even Erik Carlsson, a driver with no lack of versatility himself, put this ability as a prime reason for Mikkola being his first choice. A similar thought was in the mind of David Richards, now Prodrive supremo but co-driver to Ari Vatanen back in 1981 when they clinched a World Championship in the face of the threat from Mikkola's first season in the Audi Quattro. For him, Mikkola was a threat anywhere and in any vehicle.

However, among Hannu Mikkola's long list of rally successes stretching from the late 1960s right through into the 1990s, there are few all-tarmac rallies and no Monte Carlo win. Tommi Makinen was only just getting into his stride as Mikkola was reeling in his commitment to the WRC, but statistically, he has racked up all the necessary qualifications within ten years. These include wins on every kind of rally in the World Championship from Monte Carlo to Safari and from Finland to San Remo.

**"For Dave Richards, Hannu Mikkola was a threat anywhere and in any vehicle"**

It was Makinen's association with Mitsubishi that brought him his first full WRC programme in 1995 and the first of his four consecutive World Championships a year later. Veteran Finnish journalist Mauri Salo commented that Tommi Makinen deserved our 'Greatest' title because his achievements have been won in the face of extremely stiff opposition. The last few years of the WRC have been hotly contested. Indeed there is a sense that, without detracting one jot from the Mitsubishi Lancer Evo, Makinen has been able to produce performances from that car which represent the peak of its ability. But so far, while demonstrating his versatility on events, all his major results have been achieved with one type of car. The exception to that was his electrifying win on the 1000 Lakes Rally of 1994 in a Ford Escort Cosworth.

The ability to drive cars with very different layouts and still come up with the goods was very evidently a factor in Mikkola's standing with our panel. Co-driver and journalist Richard Hudson-Evans rated him as "the outstanding master of his craft in both two- and four-wheel drive cars", an opinion reinforced by many opportunities to sample top drivers' techniques on test days.

This ability to win rallies no matter how many wheels were being driven or where the designer had placed the engine was a recurrent theme in those who voted for our third place man, Walter Röhrl. Some rated him as a bit of specialist. Jimmy McRae considered that Stig Blomqvist was better even on tarmac with the Audi Quattro, but Röhrl's four Monte Carlo victories over five years in, respectively, Fiat Abarth 131, Opel Ascona 400, Lancia Rallye 037 and Audi Quattro show an amazing talent.

No one was in a better position to appreciate Röhrl's talent than Cesare Fiorio, his team manager at Lancia for races as well as rallies. "Walter's versatility plus his skill in endurance racing makes him my vote for the best rally driver." Röhrl also scored top marks with the engineers, David Lapworth commenting that he had "a very technical and precise approach to the job".

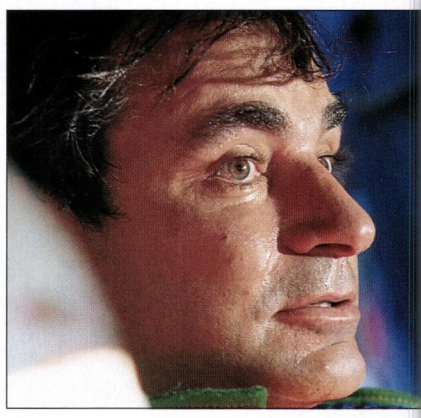
The comments that came from photographers were also interesting, giving a visual rating of the driver's appeal. Reinhard Klein provided an alternative to his mainstream vote for Bjorn Waldegaard who "owned the Monte Carlo for many years, beat Munari on Italian tarmac in the same car... and regularly won Sweden and Africa". His Visual Vote went to Colin McRae in the Subaru with Armin Schwarz's Toyota Celica GT-4 second and Ari Vatanen in the Ford Escort RS 1800 a close third. Certainly whenever, Colin McRae's name was mentioned in the voting, the comment about "best viewing value" was never far behind.

If the voting were done on media people alone, then the title of Greatest would probably sit with Juha Kankkunen. Universally respected and liked, journalist Martin Holmes summed it up when he said that, "As a driver, he is trustworthy, extremely unlikely to crash. And as a person, he carries his greatness with charm." Even higher praise came from another driver and ex-employer, Ove Andersson who reckoned that, "Juha is the most naturally talented driver I have ever come across. He drives fast in any condition with less than perfect car set-ups. He is extremely nice to the car and understands how to pace himself."

Carlos Sainz did not go without recognition; high praise came from Italy where Maurizio Ravaglia drew attention to his 1990 victories in the 1000 Lakes and the RAC ➳

LAT

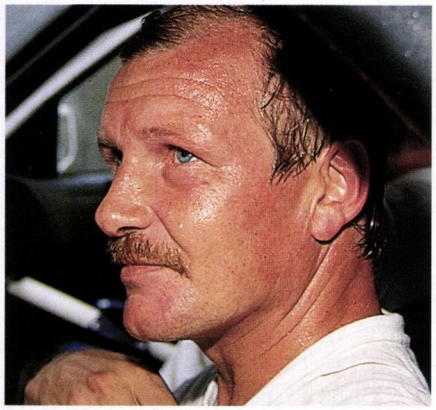


***Clockwise: Waldegaard regular winner in Africa and Monte Carlo; McRae scores on visual impact; Kankkunen well-liked for his personal charm; runner-up Tommi Makinen – still on the rise; four Monte wins confirm Walter Rohrl's talent; Spaniard Sainz "generous and clever"***



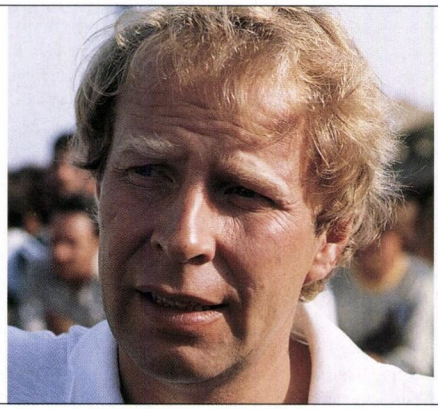





## THE VOTING:

| Pos. | Name | Points | Votes |
|---|---|---|---|
| 1 | Hannu Mikkola | 62 | 15 |
| 2 | Tommi Makinen | 57 | 15 |
| 3 | Walter Röhrl | 45 | 10 |
| 4 | Juha Kankkunen | 43 | 12 |
| 5 | Carlos Sainz | 35 | 12 |
| 6 | Erik Carlsson | 29 | 9 |
| 7 | Timo Makinen | 19 | 6 |
| 8 | Markku Alen | 16 | 6 |
| 9 | Bjorn Waldegaard | 12 | 4 |
| 10 | Stig Blomqvist | 9 | 2 |
| 11 | Henri Toivonen | 8 | 2 |
| 12 | Michele Mouton | 8 | 2 |



| Pos. | Name | Points | Votes |
|---|---|---|---|
| 13 | Colin McRae | 7 | 3 |
| 14 | Ari Vatanen | 6 | 3 |
| 15 | Rauno Aaltonen | 5 | 1 |
| 16 | Ove Andersson | 4 | 1 |
| 17 | Didier Auriol | 3 | 1 |
| 18 | Pat Moss-Carlsson | 3 | 3 |
| 19 | Sandro Munari | 3 | 1 |
| 20 | Simo Lampinen | 2 | 1 |
| 21 | Roger Clark | 1 | 1 |
| 22 | Miki Biasion | 1 | 1 |
| 23 | Alex Fiorio | 1 | 1 |

Rally, both trailblazers for non-Scandinavians on those events. Winning the Monte Carlo three times and two World Championship titles was a just reward for "a generous, clever and versatile driver. His method and approach has changed rally sport."

The highest placed driver from the middle of our century was, appropriately enough, Erik Carlsson. He may only have driven one make of car during his professional career, but such was his success and charisma that this seemed to count in his favour rather than lead to any suggestion of lack of versatility. His two Monte Carlo and three RAC Rally wins created the first international rally superstar. But many people also recall his efforts to win the Marathon de la Route (twice second overall) and Safari (once second, many times leading) in a car with an 850cc engine.

Without any doubt, the next rally superstar after Carlsson was the man who shares a surname and initial with our current World Rally Champion, Timo Makinen. His mentor and boss at BMC, Stuart Turner said that, "His Monte win was the drive of the century. And he headed every rally he did." Most people brought up that Monte Carlo Rally win in the blizzards of 1965. Former team

**"Timo's Monte win was the drive of the century. And he headed every rally he did"**

manager Graham Robson rated it as a "colossal achievement" and it is indeed almost certainly the Most Outstanding Performance of the Century. But one should not forget that Timo Makinen was also a visual feast in the Austin Healey 3000 in which he finished second twice on the RAC Rally. Over ten years later, he was to complete his hat trick on that event with Ford Escort RS 1600s.

One comes to the conclusion on looking back over the votes that actually this has been quite a valuable exercise. Despite the difficulty of the task and the widely differing views, what has emerged is actually an assessment of the general appeal of these rally drivers and their place in people's minds. You could say that it is more like a beauty contest, where vital statistics count but the winner needs that indefinable 'It' factor.

Let's not accuse Hannu Mikkola of exuding sex appeal. That would be taking the analogy too far. But, from a career spanning quarter of a century, he does have all the formal requirements to deserve this informal title, plus that indefinable something that fixes him in so many minds as being worthy of it.

THOUGHTS OF HANNU MIKKOLA, MOTOR SPORT'S GREATEST RALLY DRIVER OF THE CENTURY.

**WHAT WERE YOUR FAVOURITE EVENTS?**
I liked Safari very much. It was more than a rally, more of an adventure. Anything could happen. Next best was the 1000 Lakes here in Finland. You have to be precise and brave and you are in a real race to beat the other guys. You can't find anything so different to the Safari. Then I liked the old RAC Rally with its unseen stages. There was always a mistake waiting for you round the corner. And the atmosphere was always so good. I think the British people are always so sporting. You would find an old couple handing out tea at the start of a stage in the middle of the night asking you if you were enjoying yourselves!

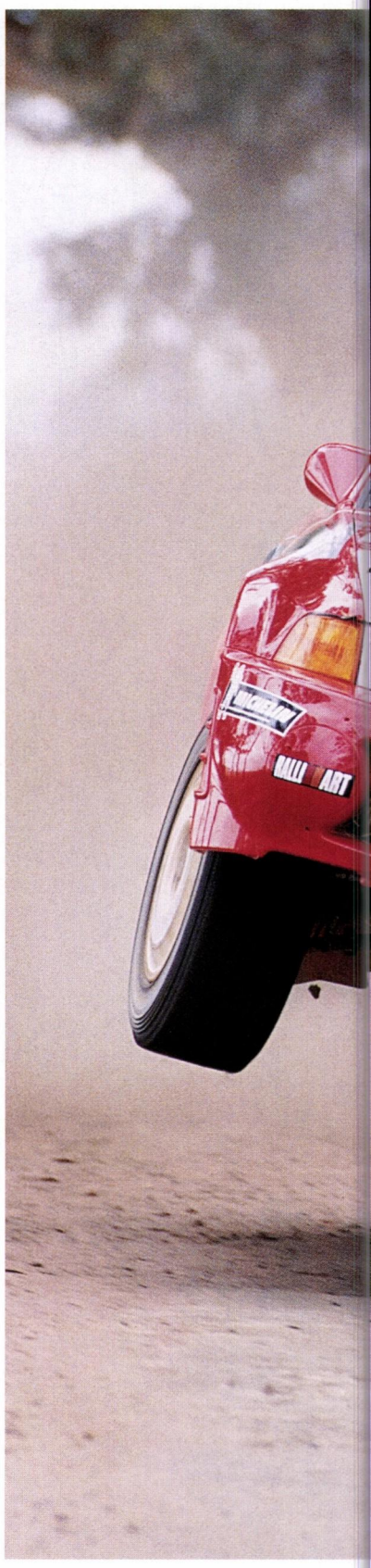
**WHAT CARS DID YOU MOST ENJOY?**
I think the Escort was the nicest. It suited my driving style and was such fun. You always knew just where it was going. I always felt with front-wheel drive that the car was taking me somewhere, not me taking the car; with the Audi Quattro there was always this slight understeer when it got slippy and then the car always felt like front-wheel drive. I never really felt at home. Especially with racing tyres in Monte Carlo when you found a little bit of ice round a hairpin …

**WAS THERE A CAR THAT YOU WOULD LIKE TO HAVE ADDED TO YOUR LIST?**
I drove a Porsche 911 in the Monte Carlo for Almeras back in 1980 but the one car from that period that I think I would have liked was a Renault Alpine. With the Porsche you had be careful and brake early, but the Alpine was so much smaller and lighter that it looked as if you could do anything with it.

**ARE MODERN CARS AS FUN TO DRIVE?**
I just drove the Toyota Corolla in the Race of Champions and it's a fun car. You don't have to use so many tricks to get it going round the bends, the handling is so much better.

**YOU ARE DOING THE LONDON TO SYDNEY RALLY WITH YOUR SON, JUHA. IS THERE ANOTHER MIKKOLA WAITING TO STORM ON TO THE RALLY SCENE?**
No, I don't think so. My sons are not that interested in motorsport. They have done some karting and, actually, they beat me easily. But they don't ask all the time to drive, so for them it is just fun. Vesa is more keen on ice hockey. I don't know where they got those genes, but I don't think it was from me because they are also good in their school work!

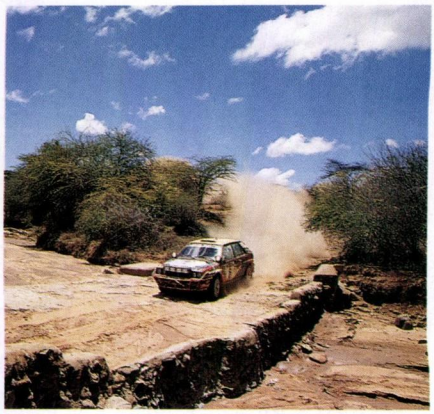
**Our thanks to those who voted:** Ove Andersson, Erik Carlsson, John Davenport, Cesare Fiorio, Peter Foubister, Arne Hertz, Martin Holmes, Richard Hudson-Evans, Reinhard Klein, David Lapworth, Hannu Mikkola, Michele Mouton, Gunnar Palm, Jimmy McRae, Maurizio Ravaglia, David Richards, Graham Robson, Mauri Salo, Jean Todt, Stuart Turner.



***Clockwise: Tommi Makinen's four World Championships have all been driving Mitsubishis. Eric Carlsson another 'great' firmly allied to one make, particularly the two-stroke Saabs. Kankkunen's versatility includes car-breaking events like Australian Rally***





## A PERSONAL VIEW

I rallied with Hannu Mikkola for three years in the early 1970s. In fact, I think I brought him the longest streak of bad luck in his career. We retired from three RAC Rallies in a row and one glorious Safari in 1973, but we did manage to win the 1000 Lakes in 1974.

On that event, we were locked in a desperate struggle for the lead with Timo Makinen in the other works Ford Escort RS, and Hannu's concentration had never been so acute. We needed to gain an advantage and on one of the long stages just south of Mikkeli, Hannu decided that this was the place. Timo started one minute behind us. The whole stage was pretty fast stuff but towards the end for the last six kilometres, the road was narrower and most of the slight bends had been rated as fourth gear stuff in the pace notes.

We went through them flat out in fifth, kissing the bark of trees and generally acting as if we were tired of life. When we stopped to have the time recorded at the end of the stage, Hannu had eyes for only one thing – the rear view mirror. When a minute had passed without any sign of our sister car, he started to relax and, as the seconds ticked away, a beautiful smile broke out. "Now we have done a good thing," he said. And do you know something ? He was absolutely right.

**John Davenport**

# MOTOR BOOKS MOTOR BOOKS

**LONDON** 33 St Martin's Court, London WC2N 4AN **Phone** +44 (0)20 7836 3800 **Fax** +44 (0)20 7497 2539
**OXFORD** 8 The Roundway, Headington, Oxford OX3 8DH **Phone** +44 (0) 1865 766215 **Fax** +44 (0) 1865 763555
**Freephone Orderline 0800 0267890**

**PLEASE VISIT OUR ONLINE SHOP www.motorbooks.co.uk**
**Which Has A Searchable Database & Secure Credit Card Order System.**

### CLARKSON ON FERRARI



Written by Jeremy Clarkson
Hardback, 328 Pages
Hundreds of Colour Photo's. Price £17.99

### SIGNED BOOKS (Subject to availability)

Klemantaski & Aston Martin (Louis Klemantaski & Chris Nixon) £99.50
Auto Union Album (Chris Nixon) . . . £39.99
Rivals (Chris Nixon) . . . . . £39.95
Mon Ami Mate (Chris Nixon) . . . . . £55.00
Rosemeyer (Chris Nixon) . . . . . £24.99
Into The Red (Nick Mason) . . . . . £20.00
Michael Schumacher - The Quest For Redemption (James Allen) . . . . . £16.99

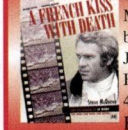
### HAZLETON PUBLISHING TITLES

Autocourse 50 Years of World Championship Grand Prix Racing . . . £40.00
Autocourse 1999-2000 . . . . . £32.50
Realisation Of A Dream [BAR] . . . . . 25.00
Motocourse 1999-2000 . . . . . £29.50
Motocourse 50 Years OF World Rallycourse 1999-2000 . . . . . £29.50
Championship Motor Cycle Racing . . £30.00
CART Official History: First 20 Yrs . £25.00
CART Official Review 1999-2000 . . . £29.50

### NEW & RECENT TITLES

2000 Autosport Circuit Guide . . . . . £30.00
2000 Karting Magazine Circuit Gde . £30.00
50 Yrs Of British Grand Prix Drivers £25.00
A French Kiss With Death: Steve McQueen And The Making Of Le Mans . . . . . £39.99
Amercian Le Mans Series 1999 . . . . . £25.00
Annees Fangio 1950-55[French text] . £39.99
Apotheose Des Turbos: Duel Prost-Senna 1983-1988 [French Text] . . . . . £39.99
Bobby Rahal: Graceful Champion . . . £24.99
Can-Am Cars 1966-1974 [Osprey Auto Champions Series] . . . . . £14.99
Can-Am Photo History . . . . . £24.99
Dundrod TT Races 1950-1955 . . . . . £4.50
Formula 1 Yearbook 1999-2000 . . . . . £9.99
Grand Prix The Legendary Years: Personal Memories Of Louis Stanley . . . . . £6.99
Grand Prix Year 1999/2000. . . . . £12.99
Indianapolis Roadsters 1952-1964 . . . £27.99
Irish Gordon Bennett Race 1903 . . . . . £4.50
Junior Johnson : Brave in Life . . . . . £21.99
Playing To Win: The Sucess Of U.K. Motorsport Engineering. . . . . £7.50
Porsche : Sport '99 . . . . . £34.99
Pro Sports Car Racing In America 1958-74 . . . . . £27.99

### A FRENCH KISS WITH DEATH



Steve McQueen And The Making Of Le Mans by Michael Keyser with Jonathan Williams
Hardcover, 8 in.x 10-1/2in 464pages, over 800 photos
Price: £39.99

Race Tech 27: Dec.1999/Jan.2000 . . . . £3.50
Rallycourse 1999-2000 Annual. . . . . £29.50
Rosemeyer! [2nd Ed, - Signed]. . . . . £24.99
Science Of Speed . . . . . £19.95
Speed Merchants: A Journey Through The World Of Motor Racing 1969-72 . . . £39.99
Time And Two Seats: Five Decades Of Long Distance Racing [Standard Ed] £99.50
Time And Two Seats [Leather Ed]. . £180.00
Touring Car Year 1999-2000. . . . . £14.99

### BARGAIN BOOKS

24 Heures du Mansde Rob Roy . . . . . £29.99
1000Km di Monza. . . . . £14.99
American Road Racing: Road Racing In the 50s & 60s . . . . . £9.99
Autocourse 1997-98 . . . . . £12.99
Chequered Flag . . . . . £11.99
Complete Encyclopedia of Formula 1 . £9.95
David's Diary. . . . . £6.99
Ferrari F1 [CD Rom] . . . . . £6.99
Grand Prix: The Legendary Years . . . . £7.99
GP Book of Motor Racing Quotations £2.99
Grand Prix Winners . . . . . £11.99
Lotus Historic Half Century. . . . . £5.99
Martini Racing Story . . . . . £24.99
Mechanic's Tale. . . . . £5.99
Teamwork: West McLaren Mercedes. . £6.99

### MOTORSPORT - GENERAL

Porsche 917 - The Winning Formula . £25.00
Race Car Vehicle Dynamics . . . . . £78.00
Speed Secrets[race driving techniques] £9.95
Racing 1500's-Voiturettes 1931-40 . . . £19.95
Racing At Crystal Palace . . . . . £5.95
Racing Driver [Jenks]. . . . . £14.95
Shelby American Racing History . . . . £19.95
Technique Of Motor Racing. . . . . £19.95
Think To Win . . . . . £14.99
Track Record: Motor Sport Photography Of Maurice Rowe . . . . . £30.00
Ultimate Racing Car Book. . . . . £17.99
World Motor Racing Circuits: A Spectator's Guide . . . . . £20.00

### MOTORSPORT - FORMULA 1

Autocourse: 50 Years Of G.P.Racing . £40.00
Benetton: Formula 1 Racing Team . . £12.99
Chasing The Title: Memorable Moments From Fifty Years Of Formula 1 . . . . £19.99
Concise Encyclopedia Of Formula 1 . . £6.99
Cooper Cars Photographic History . . £10.99
Cooper Cars [4th Edition] . . . . . £30.00
E.R.A. * A Concise History . . . . . £7.95
Ferrari - Fifty Years On The Track . . £59.99
Ferrari: Formula 1 Racing Team . . . . £12.99
Ferrari Formula 1 . . . . . £19.99
Ferrari, The Passion And The Pain . . . £8.99
Fifty Years Of The Formula One World Championship. . . . . £25.00
Formula 1 The Business Of Winning . £18.99
Formula 1 '98 - Technical Analysis . . . £19.99
Formula One Pack . . . . . £29.99
Formula 1 * Portraits Of The 60s. . . . £19.99
Formula One Uncovered . . . . . £16.99
F1 Encyclopedia 1998 (CD ROM). . . £19.99
Grand Prix 2 (CD-ROM - Game) . . . £34.95
Grand Prix de Monaco. . . . . £19.99
Grand Prix Circuits [HB] . . . . . £6.99
Grand Prix Data Book 1997. . . . . £9.95
Grand Prix Fascination Formula 1 . . . £19.99
Grand Prix People . . . . . £9.95
The Great Challenge: The Clark Era£195.00
Hitler's Grand Prix In England . . . . . £19.99
Jordan - Formula 1 Racing Team. . . . £12.99
Lotus 49: The Story Of A Legend . . . £40.00
Mclaren The Epic Years. . . . . £17.99
McLaren Formula 1 . . . . . £14.99
McLaren Formula 1 Racing Team . . . £12.99
Racers 1948-1968: Legends Of F1 . . . £30.00
Racers 1969-2000: Legends Of F1 . . . £30.00
Rivals: Lancia D50&MercedesW196 . £39.95
Stewart Formula 1 Racing Team . . . . £12.99
Williams - Formula 1 Racing Team . . £12.99

### MOTORSPORT - BIOGRAPHY

All Arms And Elbows. . . . . £19.95
Archie And The Listers . . . . . £17.99
Brabham Ralt Honda . . . . . £16.99
Juan Manuel Fangio . . . . . £25.00
Juan Manuel Fangio Photo Album . . £12.99
Frank Williams . . . . . £16.99
Frentzen, Back On The Pace . . . . . £12.99
Gerhard Berger (2nd Ed). . . . . £16.99
Huschke Von Hanstein: Racing Baron £9.99
It Beats Working. . . . . £17.99
Jackie Stewart:Triple-Crowned King . £24.99
James Hunt - The Biography (P/B) . . . £5.99
Jenks: A Passion For Motor Sport . . . £19.95
Jim Clark, Tribute To A Champion . . £24.99
Jim Russell Story. . . . . £19.99
Life At The Limit (Pb) . . . . . £5.99
Phil Hill: Yankee Champion. . . . . £29.99
The Prince & I . . . . . £9.99
Reg Parnell . . . . . £6.99
Remembering Shelby Years 1962-69 . £49.95
Rob Walker [2nd Edition] . . . . . £40.00
Rosemeyer! [Limited Edition Of 1000, Numbered & Signed by Chris Nixon] £24.99
Stirling Moss: My Cars, My Career . . £25.00
Stirling Moss, Racing With Maestro . £24.99
Twice Lucky: My Life In Motorsport . £17.99
Tazio Nuvolari. . . . . £99.50
Ayrton Senna: Hard Edge Of Genius . £7.99
Ayrton Senna - As Time Goes By . . . £19.99
The Death Of Ayrton Senna . . . . . £7.99
F1 Through Eyes Of Damon Hill [pb]£12.99
Eddie Irvine Life In The Fast Lane . . £16.99
Mom Ami Mate . . . . . £55.00
Michael Schumacher: Quest for Redemption [Signed by James Allen] . . . . . £16.99
Gilles Villeneuve. . . . . £17.99
The New Villeneuve . . . . . £5.99
Villeneuve: A Racing Legend. . . . . £24.99

### VIDEO TAPES

Auto Union Racing Cars 1934-1939. . £12.99
Brooklands Speed. . . . . £10.99
Brooklands, Birthplace of Br.M/sport £14.99
Champions - Jim Clark. . . . . £12.99
Champions - Hawthorn & Collins . . . £12.99
Champions - James Hunt . . . . . £12.99
Champions - Fangio,Pirelli Tribute . . £12.99
Champions - Sir Jack Brabham . . . . . £12.99
Champions - Graham Hill . . . . . £12.99
Champions - Stirling Moss . . . . . £12.99
Champions: Jackie Stewart. . . . . £12.99
Champions: John Surtees. . . . . £12.99
Decade Of Grand Prix 1970-79 . . . . . £10.99
Drive To Win. . . . . £19.99
Eddie Irvine: Living in the Fast Lane. £14.99
1981 FIA Formula 1 Review. . . . . £14.99
1982 FIA Formula 1 Review. . . . . £14.99
1983 FIA Formula 1 Review. . . . . £14.99
1984 FIA Formula 1 Review. . . . . £14.99
1985 FIA Formula 1 Review. . . . . £14.99
1986 FIA Formula 1 Review. . . . . £14.99
1987 FIA Formula 1 Review. . . . . £14.99
1988 FIA Formula 1 Review. . . . . £14.99
1989 FIA Formula 1 Review. . . . . £14.99
1990 FIA Formula 1 Review. . . . . £14.99
1991 FIA Formula 1 Review. . . . . £14.99
1992 FIA Formula 1 Review . . . . . £5.99
1993 FIA Formula 1 Review. . . . . £14.99
1994 FIA Formula 1 Review. . . . . £14.99
1995 FIA Formula 1 Review. . . . . £14.99
1996 FIA Formula 1 Review. . . . . £14.99
1997 FIA Formula 1 Review. . . . . £14.99
1998 FIA Formula 1 Review. . . . . £14.99
1999 FIA F1 Review. . . . . £14.99
Fangio Special. . . . . £14.99
The History Of Formula One. . . . . £10.99
Formula One 1956 . . . . . £17.99
Formula Villeneuve (Gilles). . . . . £12.99
Grand Prix: The Golden Years [DVD] Spectacular G.P. Footage Presented By John Watson . . . . . £19.99
Great Moments In Motor Racing . . . £10.99
Great Racing Cars: Alfa Romeo (47) £10.99
Great Racing Cars: Ferrari (47). . . . . £10.99
Grid 2000 . . . . . £10.99
Motor Racing 1950's. . . . . £12.99
Motor Racing 1960's. . . . . £12.99
Motor Racing 1970's. . . . . £12.99
Jim Clark: The Legend Races On . . . £12.99
Lap Of The Gods Pt 1 (GP Circuits). £14.99
Lap Of The Gods Pt 2 (GP Circuits). £14.99
Moss The Master . . . . . £17.99
Moss First Ten Years/Le Mans 1957 . £17.99
Monaco GP 1955 & Reims GP 1957 . £17.99
Murray's Formula 1 Celebration . . . . £14.99
Murray's Magic Moments. . . . . £13.99
Over The Limit Pt 1, Ferrari & Varzi. £14.99
Over The Limit Pt 2, Nuvolari/Ascari £14.99
The Phil Hill Story . . . . . £12.99
Racing The Silver Arrows Pt 1 (55) . . £17.99
Racing The Silver Arrows Pt 2 (50) . . £17.99
Senna, Racing Is In My Blood . . . . . £12.99
A Star Named Ayrton Senna . . . . . £12.99
Ten Tenths With Alan Jones. . . . . £12.99

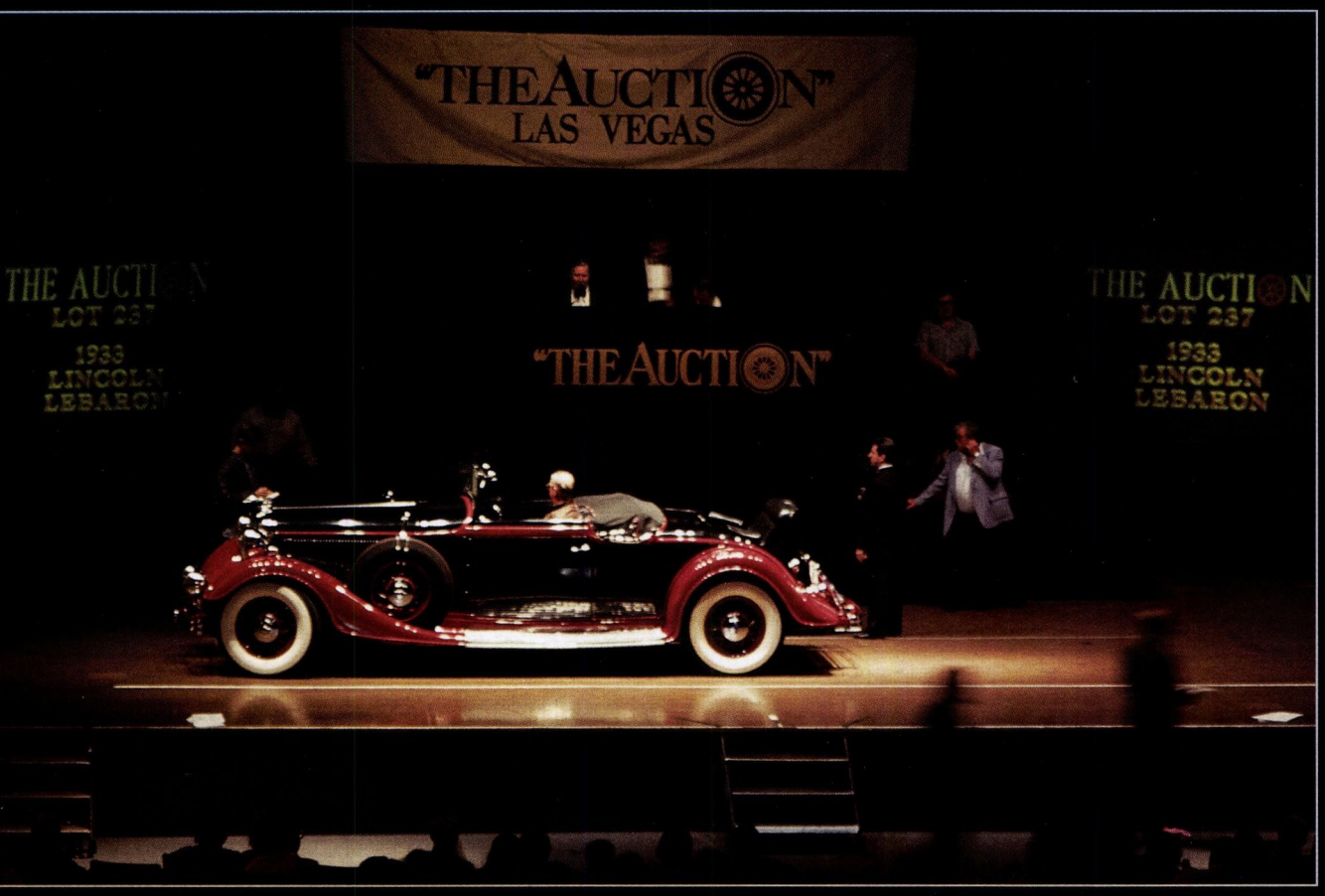
We also have second hand and bargain books. Please ask for a list, or visit our Website at www.motorbooks.co.uk

### Mail Order Postage & Packing

UK Orders: Add £3.50 up to £50, orders over £50 Post Free
Overseas: Minimum £5.00, Add 15% for orders up to £150,
Add 10% for orders over £150 (Surface mail rates)
Air Mail/Express Delivery: Charged at cost
All prices subject to change
* Indicates titles may be available yet, please call.

# "THE AUCTION 2000"

## Classic Car Auction




## April 15 & 16, 2000

## IMPERIAL PALACE HOTEL

## LAS VEGAS, NEVADA

*Join us for this fun auction in exciting Las Vegas*

## CONSIGN NOW . . .

"THE AUCTION"

*3535 Las Vegas Blvd. South, Las Vegas, NV 89109*

*Telephone: (702) 794-3174 Facsimile: (702) 369-7430*

www.vegasauction.com

THE FRANKLIN MINT

RobbReport MAGAZINE FOR THE LUXURY LIFESTYLE™

Luxury Media's Showcase THE LUXURY EMPORIUM™

Meguiar's since 1901

TRACK TESTS

# THE KLAUSENPASS

***IN ITS DAY THE KLAUSENRENNEN WAS THE LONGEST, TOUGHEST MOUNTAINCLIMB OF THEM ALL. ANDREW FRANKEL JOURNEYS TO SWITZERLAND TO FIND A FORGOTTEN GEM***

photography by Stan Papior





*The start of something great... the road west from Linthal marks the start of the Klausenrennen*

You will be forgiven for never having heard of this place and forgiven too for wondering why a site which has never even held a race should be included in this series, particularly when its last serious stab at international motorsport was more than 65 years ago.

Then, however, the Klausenpass was spoken of in reverential terms, for it was the king of the European Mountain Championship, the Nürburgring, Monza and Spa of its chosen discipline. Mountain climbing was no niche sport: it was seen as one of the toughest, most exacting forms of motorsport of all, as much a must on the calendar of the world's greatest drivers as the German Grand Prix. You have only to look at how often the likes of Caracciola, Chiron and Nuvolari came here to know how important it was.




***The Klausen summit stands some 2000ft higher than the top of Ben Nevis***

**"Then, however, the Klausenpass was the Nürburgring, Monza and Spa of its chosen discipline"**

Oddly, it was not a picture of one of these greats but of another, Hans Stuck, which made me realise I had to come here. Balancing his monstrous V16 Auto Union in a colossal powerslide as the mountain surrounded him, it is as evocative an image to me as Fangio slithering through the downhill sweeps of Rouen in a dented Maserati 250F.

This was 1934. The day the shot was taken, August 5, on the last day the *Klausenrennen* would ever be run, he was pipped only by Caracciola. On the Grand Prix circuit he would win that year at the Nürburgring, at Bremgarten and in Czechoslovakia. It was cruel indeed that the driver's championship started the following year for, had 1934 been included, Stuck would have walked away with it and his name preserved with the true greats and as the first to show the potential of Germany's formidable new racing cars.

Spool forward to the present day and though the Klausenpass remains in all its formidable glory you should not venture there without thinking about the consequences of it being located within the borders of Switzerland. Though many racing drivers have chosen to live in this country over the years, there cannot be another in the western world more averse to the whole concept of competitive motorsport.

The terrible accident at Le Mans in 1955 caused a knee-jerk ban in Switzerland of all motor racing and you only have to travel down a motorway at 10mph over the limit and you will see with explicit clarity and some considerable expense just how frowned upon the concept of speed is in this country. And recreational

speed? You have to be kidding. It is a minor miracle that in 1993 and again in 1998, the authorities closed the pass and allowed a few old historics to run up to the top.

So when you go there, abandon all expectation of finding any of the usual furniture of motorsport. There are no crumbling towers, no foundations for grandstands or any kind of overgrown paddock area. There is just a road emerging from a village called Linthal at whose westernmost point there is chalk line drawn across the road with 'Start' written by it. Then, 13.4 miles later there is another line with 'Ziel' scribbled at its side. And that is it. But what a 13.4 miles it is! So far as I can see, this is the most exciting stretch of public road in the world and, by the time you have reached the top you'll have decided it would have been worth the trek even if it had never once been used competitively.

And it is, to be honest, some trek and as full a day's drive as you'd ever want to reach it in one hit from London. Had we had more time or a car less capable of devouring the miles than the BMW, we'd have split it up into a rather more gentle two days. But if cars like a 328Ci can't do a journeys like this with ease, then they're not worth buying. The tunnel took us to Calais where you can either take the direct but heavily policed and trafficked roads down through Belgium and Luxembourg to Germany or, rather better, take the longer but, in reality, much faster route through France. You pass Reims on your way to Metz where you turn south-east to Strasbourg, cross the Rhine and enter Germany. A quick blast down the autobahn – enough to prove the BMW will reach and hold a true 150mph – and into Switzerland at Basel

**"What a 13.4 miles it is! So far as I can see, this is the most exciting stretch of public road in the world"**



Ludvigsen Library

***Caracciola reaches the top in 1934 in a time which would never be beaten***

before turning south-east to Zurich. The motorway network then takes you south of the city, running out some 20 miles short of Altdorf, the nearest town to the Klausenpass.

Ah, Altdorf. For those of you who don't know already (and, until I went there I counted myself among your number) Altdorf is the birthplace of William Tell, Switzerland's fruit-splitting answer to Robin Hood and a man with achievements rather more based in historical fact than his Nottinghamshire counterpart. Altdorf is more than a little proud of its heritage. You can't move for shops, structures, statues and monuments dedicated in name and substance to the town's favourite son. And if it does prove a touch grating once you have booked into the William Tell hotel, gone to the William Tell bar and drunk a few well earned William Tell beers, you have to have a certain sympathy for a town trying to do no more than make the most of its heritage from those plying ➤



*The Klausenrennen finish as it stands today, marked only by a strip of paint across the road*





*This tunnel was once an integral part of the Klausenrennen. Now it is just a disused relic*

# *Leaving the* ***competition*** *behind...*

More than **160** fitting centres
Over **800** fully equipped mobile units
UK's **Fastest** growing vehicle glazing company
Voted **Best Windscreen Company** (Fleet Excellence Award) every year since 1994



Auto Windscreens

CALL FREE ANY TIME
0800 919 700

Get straight to the **Point**

www.autowindscreens.co.uk

**Auto Windscreens** are proud to be title sponsors of the
**BRITISH HILL CLIMB CHAMPIONSHIP 2000**






*Left: narrow passage soon after start in Linthal*
*Right: Altdorf, home of William Tell and Hotel Reise*

**"If the prospect of Caracciola at 160mph here seems daunting, then it was probably a blessed relief"**

the route to Italy from Switzerland via the San Gotthard tunnel.

References to the motorsports heritage of this place, however, are somewhat thinner on the ground. Make that non-existent, in fact. Much as I'd loved to have stayed in the Caracciola Gasthof and slunk out for a few Stuckies at Tazio's, sadly it was not to be.

The following morning we set out early for the Klausenpass, light traffic and perfect weather promising much. We reached Linthal and scouted around for some sign of its illustrious past, a shop perhaps or a poster – something to tell the world that here started the longest (equal with Mont Ventoux in France) and most difficult mountain climb of all but it seems it's not just Altdorf that's ignorant or uncaring of the happenings here, so many years ago.

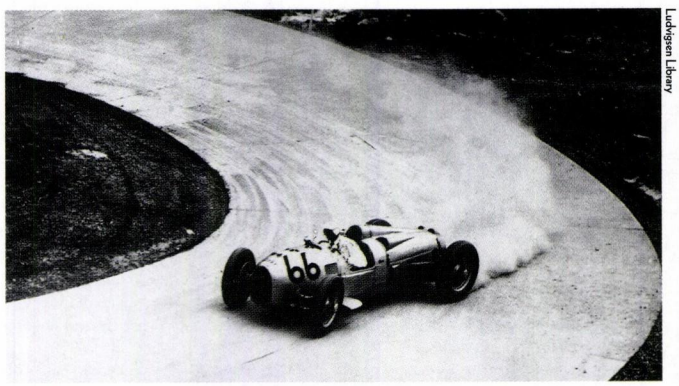
So we started up the mountain, looking for the one piece of Klausen history I was sure we would find: A tunnel, mentioned in the contemporary Klausen reports. It was near the start but, on the way down into Linthal there had been no sign of it. But you can't just knock down a tunnel like you might destroy a section of road and we felt sure that if we looked hard enough, we'd find it.

It was Stan, our intrepid photographer who found it; behind a wall, up a rock strewn path that appeared not to have been visited by humans in years. A hole in the wall allowed the BMW access to the path but it was only after some of the more strenuous exercise I have ever taken that I was able to clear a path wide enough to reach the tunnel entrance.

'Eerie' barely does it justice. The tunnel is, in fact, two tunnels, blasted out of the side of the mountain, claustrophobically walled only by craggy rock face and paved by cobbles worn away by Auto Unions, Mercedes, Alfa Romeos and Maseratis. I have no better idea than you how long it has been since people were last here but of the usual detritus found in such tucked away, disused locations, the fag packets and beer cans, there was no sign.

All we found was a chipped and broken Linthal milestone and a sense of awe at the thought of lightless racing cars plunging in here at hideous speed, negotiating its fearsome curves in the dark before emerging into blinding daylight once more.

On the far side of the tunnel the giddy climb continues, the road switchbacking as the altitude passes a kilometre above sea level. The scenery is changing. Trees are more sparse, the countryside greyer. Suddenly the road opens onto a straight running beside a river as the course shoots through a valley between two mountains. Any car would reach within ten per cent of its top speed here and while the prospect of Stuck and Caracciola howling down here at 160mph seems daunting now, then it was probably a blessed relief, a few seconds peace before the final ascent. ➳



Ludvigsen Library

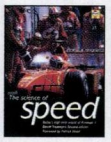
*August 5, 1934: Hans Stuck and Auto Union A-type en route to second place*

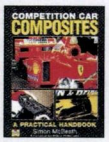
# MOTORING CHATERS BOOKSELLERS

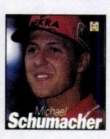
1957 2000

8 South Street, Isleworth, Middx TW7 7DH.
Phone: 020-8568 9750 Fax: 020-8569 8273
Int. (+44 208) www.chaters.co.uk

★ RECOMMENDED ..... ● NEW RELEASE ..... □ FORTHCOMING




● 50 ANS DE FORMULE 1 VOLUME 1: LES ANNEES FANGIO 1950-1955. GERARD CROMBAC. Features many superb period photos, French text ..... £39.99

● 50 ANS DE FORMULE 1 VOLUME 4: APOTHEOSE DES TURBOS LE DUEL PROST-SENNA 1983-1988. JOHNNY RIVES ..... £39.99

● 50 YEARS OF BRITISH GRAND PRIX DRIVERS. P. SCHERER. A-Z driver profile through the decades, featuring many rare photographs ..... £25.00

★ ACE BRISTOL RACING. A COMPETITION HISTORY BY JOHN MCLELLAN & TONY BANCROFT. Limited to 1000 numbered copies ..... £34.95

● AMERICAN LE MANS SERIES YEARBOOK 1999. 130pp, all colour illus ..... £19.99

★ AUTO UNION ALBUM 1934-1939. CHRIS NIXON. Signed copies available ..... £39.95

□ AUTOCOURSE 50 YEARS OF WORLD CHAMPIONSHIP GRAND PRIX MOTOR RACING. A. HENRY ..... £40.00

● AUTOSPORT CIRCUIT GUIDE 2000 EDITION ..... £30.00

□ BERKELEY SPORTSCARS ROAD TEST LIMITED EDITION. BROOKLANDS BOOKS. 92pp, over 200 b/w illus ..... £9.95

● THE BEST FORMULA ONE QUIZ BOOK EVER! Compiled by Bruce Jones ..... £6.99

● BRITAIN'S WINNING FORMULA. Achieving World Leadership in motorsports. Insight into this high-profile industry by Martin Beck-Burridge & Jeremy Walton. 300 pages ..... £25.00

★ CAN-AM CARS 1966-1974. D. MCKINNEY. First in new series "Osprey Auto Champions". Exstensively illustrated paperback ..... £14.99

★ CAN-AM PHOTO HISTORY, P. Lyons. 192 pages. 250 b/w & 24 colour illustrations ..... £24.99

● THE CARRERA PAN AMERICANA 'MEXICO'. Brooklands Books ..£16.95

● CHASING THE TITLE. Memorable moments from fifty years of Formula One, N. Roebuck. 224 pages, 75 mainly colour illustrations ..... £19.99

□ CLASSIC GRAND PRIX CARS. The front-engined Formula One era. 1906-1960. Karl Ludvigsen. 224pp, 200 b/w & 16 col. illus. (DUE APRIL) ..... £19.99

● COMPETITION CAR COMPOSITES. A Practical Handbook. S. McBeath ..... £19.99

● COOPER, SUTTONS PHOTOGRAPHIC HISTORY OF TRANSPORT. M. Lawrence. Authorative account of John Cooper and his cars ..... £10.99

★ COOPER CARS. New edition of Doug Nye's authoritative work. 400 pages, 350 b/w & 16 col. illus. ..... £30.00

● DRAWING AND PAINTING RACING CARS. Michael Turner shows you how. 160 pages. 200 drawings & colour paintings ..... £17.99

★ DRIVING AMBITION. The official inside story of the McLaren F1. Doug Nye with Ron Dennis and Gordon Murray ..... £30.00

● THE FASTEST MEN ON EARTH. 100 years of the Land Speed Record. J. R. Holthusen. 200 b/w & 50 col. illus. 224 pages ..... £20.00

● FERRARI 166 TO F50GT THE RACING BERLINETTAS. J. Starkey, C. Renwick & P. Olczyk. Includes a chassis-by-chassis history ..... £59.99

● FIA YEARBOOK OF AUTOMOBILE SPORT 2000 EDITION ..... £39.99

## A FRENCH KISS WITH DEATH

**Steve McQueen and the making of Le Mans.**

The man, the race, the cars, the movie. By Michael Keyser with Jonathan Williams. 463 pages, b/w illustrations. **£39.99**

● FORD AND McRAE. Focus on the World Rally Championship. D. Allsop ..... £14.99

● FORD ESCORT RALLY PREPARATION. Reprint, by Peter Wallage, of the original Ford publication covering MKI & MKII models ..... £10.95

● FORMULA ONE THE BUSINESS OF WINNING. R. Hotten. The People, Money and Profits that Power the World's Richest Sport. Paperback Edition ..... £9.99

★ THE GLORY OF GOODWOOD. The Spiritual Home of British Motor Racing, "Virgin" Publishing ..... £30.00

★ GRAND PRIX WHO'S WHO. S. Small. New 3rd edition of this extremely popular publication. 624pp, 800+ illustrations, softback ..... £19.99

HITLER'S GRANDS PRIX IN ENGLAND. Donington 1937 and 1938. C. Hilton, 224 pages, 75 illus ..... £19.99

● HOW TO START KART RACING 2000 EDITION ..... £12.00

● HOW TO START MOTOR RACING 2000 EDITION ..... £12.00

★ HUSCHKE VON HANSTEIN. The Racing Baron. T. Aichele. The all-round racer whose efforts launched Porsche to global fame during the 50s and 60s. Stunning photography and incredible value from Konemann publishing ..... £9.99

● INDIANAPOLIS ROADSTERS 1952-1964. Scalzo. 192 pages, 150 b/w & 50 col. illus ..... £27.99

★ JIM RUSSELL STORY. The full biography by Norman Greenway .£19.99

★ JUAN MANUEL FANGIO. Motor Racings Grand Master. K. Ludvigsen. 208 pages, 225 b/w + col. illus ..... £25.00

LE MANS 1999 YEARBOOK ..... £39.99

□ LE MANS THE PORSCHE & PEUGEOT YEARS 1992-1999. Brooklands Books. 172pp, 300 b/w illus ..... £13.95

★ LOTUS 49 "BRITISH RACING GREEN" EDITION. M. Oliver. Limited to only 500 numbered copies signed by the author. LAST FEW COPIES REMAINING ..... £50.00

□ LOTUS RACING SUTTON'S PHOTOGRAPHIC HISTORY OF TRANSPORT SERIES. J. Tipler. Compact detailed account featuring rare pictures of the most famous racing Lotuses (DUE MAY) .. £14.99

★ LUCKY L'HISTOIRE DE CAMORADI ET DE LUCKY CASNER. M. Bollee ..... £24.00

● MASERATI 250F UNIQUE MOTOR BOOKS. A look at the 250F in the French, Italian & Monaco Grand Prix ..... £9.95

MCLAREN FORMULA 1. Another stunning great value publication from "Konemann". 320 pages with approx 400 illus ..... £19.99

★ MICHAEL SCHUMACHER THE FERRARI YEARS. C. Hilton. 160pp, 95 col. illus ..... £14.99

● MILLE MIGLIA 1999 YEARBOOK ..... £47.99

● MODENA RACING MEMORIES. Italian Sports Car & Grand Prix Racing 1957-1963. G. Gauld. 160 pages, 125 b/w & 50 col. illus. Softback £24.99

★ MON AMI MATE. The bright brief lives of Mike Hawthorn and Peter Collins by Chris Nixon. 1998 Re-issue ..... £55.00

★ MONTEZUMA'S FERRARI. Burt Levy continues the story from his acclaimed novel "The Last Open Road" ..... £19.99

□ THE MOTOR RACING ART OF NICHOLAS WATTS. The hugely popular English artist reveals the research and techniques behind his paintings, shown in full image size in this large format (254 x 355mm) publication. 160pp, 153 illustrations & photographs (DUE MARCH/APRIL) ..... £79.99

□ THE POWER GAME 50 YEARS OF FORMULA ONE. I. Rendall. The Public & Private Faces of F1. 256pp, 150 illus ..... £20.00

● PRO SPORTS CAR RACING IN AMERICA 1958-1974. D. Friedman, 196 pages, 350 b/w & 50 col. illus ..... £27.99

● RACERS 1948-1968. A. Henry. First of two volumes depicting the lives and carrer of the worlds leading racing drivers. 192 pages. 250 b/w & col. illus ..... £30.00

● RACERS 1969-2000. Companion volume to above ..... £30.00

★ RIVALS THE LANCIA D50 AND MERCEDES-BENZ W196. Chris Nixon. Signed copies available ..... £39.95

● ROB WALKER by Michael Cooper-Evans. High quality publication from "Hazleton". Available again as a reprint due to demand ..... £40.00

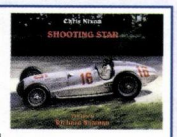
★ ROSEMEYER! by Elly Beinhorn Rosemeyer & Chris Nixon. Limited edition reprint ..... £24.99

## SHOOTING STAR

THE LIFE OF RICHARD "DICK" SEAMAN

The complete biography by Chris Nixon, complimenting his best-selling "Auto Union Album" & "Rivals". Features many previously unpublished photographs. Scheduled for release in May.

**£39.95**




**ALSO AVAILABLE**
**Limited Edition of only 25 numbered copies, signed by Chris Nixon, presented in a slip case. £175**

● SCIENCE OF SPEED. The high-tech world of F1. Tremayne. 2nd Edition ..... £19.99

SPECIALIST BRITISH SPORTS/RACING CARS OF THE FIFTIES & SIXTIES. A marque by Marque analysis from AC to Warrior-Bristol. A. Pritchard Facsimile reprint by "Mercian" ..... £29.95

★ THE SPEED MERCHANTS. A journey through the world of motor racing 1969-1972. Keyser. Classic title available again in a new revised & enlarged edition. 312 pages, 160 col. 368 b/w illus ..... £39.99

● SUPERSTARS OF STOCK CAR RACING. F. Moriarty. The lives & achievements of NASCAR's greatest drivers. 96pp, all colour illus., hardback ..... £11.99

★ TIME AND TWO SEATS. Five decades of long distance racing. The World Sports Car, Grand Touring and Manufacturers Championships. J.L. Wimpffen. 2 volumes over 2,300 pages presented in a slipcase. Standard Edition ..... £129.99

Leatherbound Signed De Luxe Edition ..... £195.00

★ TRACK RECORD. The motorsport photography of Maurice Rowe. Features F1 and other racing between the period 1953 to 1980. 192 pages, 310 illus, 45 col ..... £30.00

● WORKS MGS IN PRE-WAR AND POST-WAR RACES, RALLIES, TRIALS AND RECORD BREAKING. M. Allison & P. Browning. 320pp, 202 illus ..... £19.99

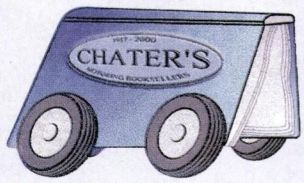
★ VIDEO: GOODWOOD FESTIVAL OF SPEED 18-19-20 June 1999 (106 mins) ..... £14.99

★ VIDEO: GOODWOOD REVIVAL MEETING 17-18-19 September 1999 (118 mins) ..... £14.99

CALLERS! OPEN MONDAY TO SATURDAY 9.00AM-5.30PM.
MAIL ORDER. UK customers: please add £3.60 to cover postage on orders up to £50.00. Orders over £50.00 post free! Overseas customers: Add £4.00 on orders up to £25.00; add 15% on orders between £25.00 & £150.00; add 10% on orders over £150.00. (These are surface mail rates, airmail charged at cost).

Cheques and POs payable to CHATERS. Overseas cheques must be in sterling and drawn on a London bank.

Credit Cards: Visa, Mastercard, Amex. Switch. Please quote Dept MS when ordering




## www.chaters.co.uk

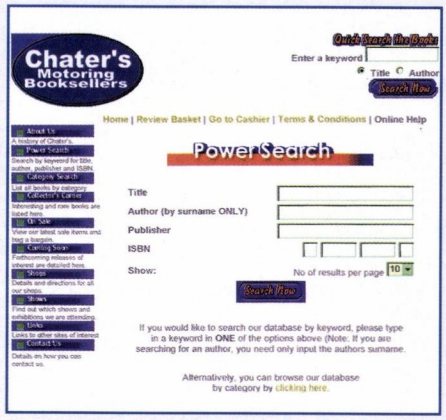
**Welcome**

**Welcome to the Chater's Motoring Booksellers Website.**

The ultimate reference guide of Automotive Books for the motoring enthusiast.

Featuring over 13,000 current, forthcoming and out-of-print books, plus videos covering a vast range of topics from AC - Zagato, Ascari - Villeneuve, Formula Junior - Formula 1, Aermacchi - Zundapp and much, much more!

Please feel free to browse our entire database of books, allowing you to search by title, author, publisher or ISBN, or browse the database by category. We are also highlighting some rather special books in the Collectors Corner, a selection of books on sale, as well as allowing you to pre-order a range of forthcoming books.



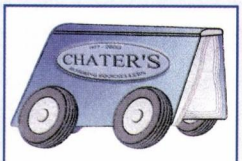




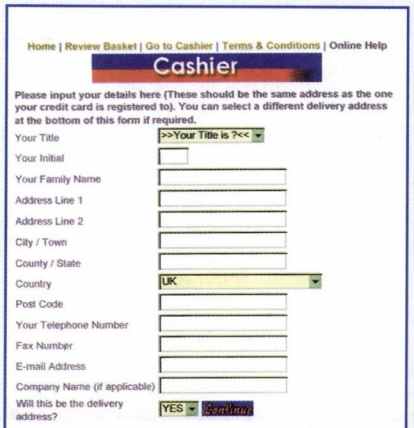



www.chaters.co.uk

Placing your order couldn't be easier, and you can rest assured that all your details are kept confidential and secure as the site uses the standard in secure encryption to protect your information.




Chater's Motoring Booksellers
8 South Street, Isleworth,
Middlesex TW7 7DH, England.
Tel: 44 (0)208 568 9750
Fax: 44 (0)208 569 8273
www.chaters.co.uk



*Halfway up the mountain the road suddenly runs straight; cars reach close to top speed here*

**"Near the top, and if you know where to look, you will see the words Tazio and Rudi chalked into the rock"**

And it is only here, on that last mad dash for the sky that you begin to see why Stuck and his A-type Auto Union might be able to hang onto the shirt-tails of Caracciola's W25 Mercedes. Traction is what you need here, even on today's dry and tolerably surfaced road. Back in 1934 it was so wet the organisers wondered whether the meeting would even go ahead. The mid-engined Auto Union may, in the right hands, just have held a trump card here.

The BMW copes well enough. It lacks the power to challenge the grip of its chassis, even with the traction control switched off and its preferred angle of attack is defiantly nose out. Brutal man-handling and wildly over-ambitious entry speeds will finally provoke the car into more neutral responses but it's not a natural state for the car which seems to lose more performance with every additional uphill metre. By now the track is a seemingly endless series of tiny straights and hairpins. And by the time you near the top you will be above the snowline, whatever time of year you visit; this is surprising only until you consider it is fully 2000 feet higher than the summit of Ben Nevis.

At least up here, nearly two kilometres above sea level, some people have remembered what went on here. Near the top and, if you know where to look you will see the words 'Tazio" and "Rudi" chalked into rock face. In Switzerland you have to rely on graffiti to know this place has not been entirely forgotten.

Back in 1934, on that last day of the Klausenrennen, Rudi reached the top 15 min 22 secs after leaving Linthal. Stuck was three seconds behind, beaten by one error when he allowed the Auto Union to drift too far and lost time collecting it all up. The next man, the Maserati-borne Whitney Straight, was nearly a minute behind.

It was the last time any competitive motorsport would be held on the course until 1993 when the authorities finally relented and allowed timed runs up the pass. Imagine, just for a moment, how much the road surface would have improved over nearly 60 years and how much more speed modern technology has been able to prise from old engines. Then bear in mind that the weather had been rather kinder second time around. Yet not one of the 450 drivers and riders beat Caracciola's time.

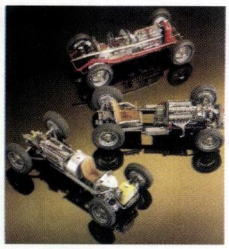
The Klausenpass is one of the unsung heroes of Europe's motor sporting heritage. In one way that is a shame as such places are to be celebrated. But at least this means no one has tried to exploit and, inevitably, spoil the location. Go there and, save the bypassed tunnels and resurfaced road, every inch of the course is how it was the day Caracciola last roared up there. And that, combined with the awesome majesty of the place and the incredible driving that can be done there should be all the reason you need to go. M



*The writing on the wall: some still remember those who tackled Klausen*

# ENJOY A PIECE OF MOTOR RACING HISTORY WITH THESE CHARMING 1/20 SCALE MODELS FROM REVIVAL OF BOLOGNA ITALY

TRAX ARE DELIGHTED TO ANOUNCE WE HAVE BEEN ENGAGED AS THE OFFICIAL SUPPLIER OF THE REVIVAL MODEL RANGE IN THE UNITED KINGDOM. AS ONLY ONE MODEL IS CAST EACH YEAR FROM REVIVAL IT IS BUILT TO THE ORIGINAL CAR DESIGNS AND FAITHFULLY REPRODUCED IN EVERY DETAIL.



TRAX
MOTORSPORTS MARKETING

## Trax Motor Sport Marketing

Trax House, Sundon Road, Harlington, Nr Dunstable, Bedfordshire LU5 6LS

**Fax/Phone Trax on (01525) 87 77 77**



*Collection* "REVIVAL" ITALY

YOU CAN EITHER ENJOY THE CHALLENGE OF BUILDING YOUR OWN REVIVAL MODEL ADDING AS MUCH DETAIL AS YOU WANT TO OR PUCHASING THE MODEL FULLY BUILT KITS COME TOGETHER WITH READY PAINTED BODY, STEEL WIRED WHEELS, DECAL SHEETS, ORIGINAL PATTERN TREAD TYRES AND ARE ASSEMBLED USING SCREWS AND JOINTS THEREBY REDUCING THE USE OF GLUE.



RL801 FIAT F2 130HP
KIT £79.99 BUILT £179.99 1907



75102 ALFA ROMEO P3 SCUDERIA FERRARI
KIT £64.99 BUILT £159.99 1932-35



75104 ALFA ROMEO P3 RUOTE GEMELLATE
KIT £79.99 BUILT £169.99 1932-35



75103 ALFA ROMEO P3 TARGA FLORIO
KIT £74.00 BUILT £164.99 1932-35



75102B ALFA ROMEO P3 MULETTO
KIT £64.99 BUILT £159.99 1932-35



80102 BUGATTI 35 TARGA FLORIO
KIT £84.99 BUILT £184.99 1924-26



80101 BUGATTI 35
KIT £79.99 BUILT £179.99 1924-26



89101 FERRARI 500 L4 ALBERTO ASCARI
KIT £74.99 BUILT £159.99 1952



85101 FERRARI 500 L4 ALBERTO ASCARI
KIT £74.99 BUILT £159.99 1953



92101 FERRARI 625 L4 FROILLAN GONZALEZ
KIT £79.99 BUILT £169.99 1954



88101 MASERATI 250F JUAN MANUEL FANGIO
KIT £74.99 BUILT £174.99 1957



90101 FERRARI 156
KIT £74.99 BUILT £174.99 1961



78102 AUTO UNION C RUOTE GEMELLATE
KIT £89.99 BUILT £189.99 1937



78101 AUTO UNION TIPO C
KIT £84.99 BUILT £179.99 1937



77101 MERCEDES BENZ W154 M163
KIT £79.99 BUILT £179.99 1939



86101 ALFA 159 ALFETTA J.M.FANGIO
KIT £74.99 BUILT £159.99 1951



93101 FERRARI D50 JUAN MANUEL FANGIO
KIT £79.99 BUILT £179.99 1956



79102 AUTO UNION C STROMLINIENWAGEN
KIT £79.99 BUILT £189.99 1937

VARIATIONS OF THE ABOVE ARE AVAILABLE ON REQUEST. IF YOU WOULD LIKE A REVIVAL BROCHURE PLEASE ASK

**ORDER FORM** ORDER DATE / /

| CODE | DRIVER/CAR DETAILS | £ | p | Ord No. | |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |
| | | | | | |

NAME .....

ADDRESS.....

.....

TELEPHONE ..... POSCODE.....

TRAX
MOTORSPORTS MARKETING

WHEN YOUR RESERVE AN ORDER WITH TRAX WE SEND OUT A COMPLIMENTATY MONTHLY STATEMENT.

IF YOU ARE INTERESTED IN OTHER PRODUCTS PLEASE FILL IN THIS FORM - TICK YOUR REQUIREMENT

**TRAX HOUSE, SUNDON ROAD, HARLINGTON, Nr. DUNSTABLE BEDS LU5 6LS. Tel: 01525 87 77 77**

SWITCH, DELTA, VISA, ACCESS, MATERCARD, SOLO, JCB - PLEASE PLACE YOUR CARD NUMBER BELOW:

ISSUE NUMBER VALID FROM / / EXPIRY DATE / /

SIGNATURE:

| SEND ME INFO ON: |
|---|
| FORMULA 1 |
| TOURING CAR |
| RALLY CAR |
| SPORTSCAR |
| BIKES |
| CLASSIC F1 |
| DIORAMAS |
| SHOWCASES |

POSTAGE CHARGES (UK). Orders *from* £1.00 - £50.00 = £2.50 Postage & Packaging
Orders *from* £51.00 - £100.00 = £5.00 Postage & Packaging. Orders *from* £101.00 - £150.00 = £7.50 Postage & Packaging
*Orders over £150.00 FREE OR CHARGE*
OVERSEAS POSTAGE: *Europe (inc. Eire) x2 UK Postage. Rest of the World x3 UK Postage*

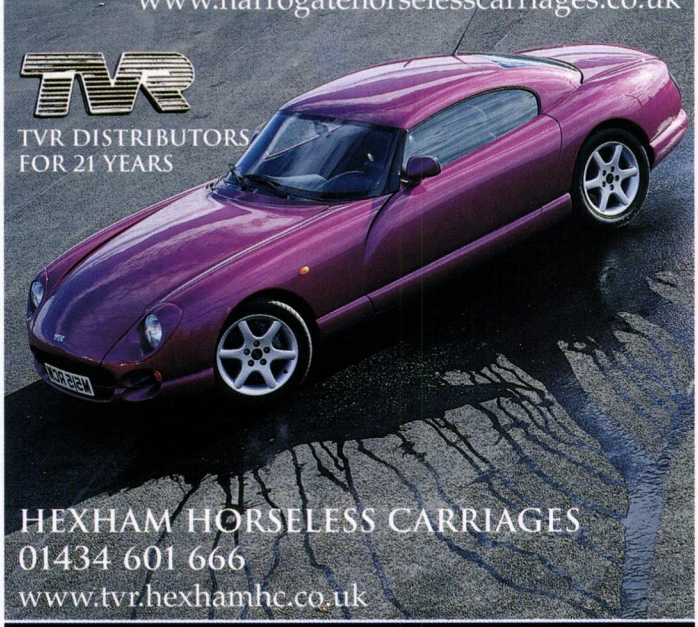
PLEASE ALLOW 28 DAYS DELIVERY FOR KITS AND 60 DAYS FOR FULLY BUILT MODELS (1/20 SCALE IS APPROX 20/25 cms LONG)

YORSKSHIRE - HUMBERSIDE - LANCASHIRE

HARROGATE HORSELESS CARRIAGES
01423 521 073
www.harrogatehorselesscarriages.co.uk

TVR

TVR DISTRIBUTORS
FOR 21 YEARS



HEXHAM HORSELESS CARRIAGES
01434 601 666
www.tvr.hexhamhc.co.uk

NORTHUMBERLAND - TYNESIDE - CUMBRIA

HEDINGHAM MODELS
& COLLECTABLES

7 MARKET ST., PHOENIX SHOPPING CENTRE,
BRAINTREE, ESSEX CM7 3YA. Tel: 01376 320522.
www.hedinghammodels-collectables.co.uk - EMail: nial.t@hedinghammodels-collectables.co.uk

1/43rd SPECIALISTS 1/18th
IN MOTORSPORT MODELS
Large Modern Shop or Mail Order



1/18 Die Cast Jaguar XK-SS. Superb. Pre-order. £34.99.



1/43 Die Cast Morgan +8. Monte Carlo 1980. £17.99.



1/43 Die Cast 1999 CART Series. Many available. £19.99 ea.



1/43 Hand Built Resin 1970's Ferrari Transporter. £54.99.



1/43 Die Cast Renault 5 Turbo. Various. £16.99.

Authorised Dealer For
ONYX Quartzo BRUMM MINICHAMPS
BEST Trofeu VITESSE ART MODEL

P&P AT COST
WE HAVE THE KNOWLEDGE TO HELP AND ADVISE - JUST ASK NIAL T
MULTI AWARDS FOR CUSTOMER SERVICE
HOURS: Monday-Wednesday 10am-5pm - Closed Thursday - Friday 10am-6pm - Saturday 9am-5pm

58th Monaco Formula 1 Grand Prix
1st - 4th june 2000
Historic Grand Prix - 26th-28th may

2000
Monaco
Formula 1 Grand Prix - Historic Grand Prix

Premier Locations, Premier Service
● Champagne & Gourmet Food on a Terrace or Superyacht ●
● Grandstands seats ● Helicopters ● Hotels... ●




Photos Bernard Asset © PW - 03/2000

Patrick Tambay
Tel : 00 33 1.55.62.03.73
www.lasquadra.org

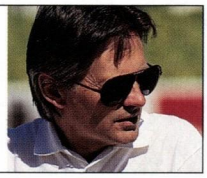
Your partners
Call us
We speak English

Jean-Pierre Jarier
Tel : 00377 93.50.26.62
www.mmimonaco.com

# LOTUS 25

***ONE OF BRITAIN'S MOST PROLIFIC RACING CAR DESIGNERS, WHO COUNTS FORMULA ONE AND LE MANS WINNERS IN HIS PORTFOLIO, SELECTS A DESIGN WHICH LEFT HIM WIDE-EYED IN ADMIRATION AT ITS ORIGINAL THINKING***

TONY SOUTHGATE
Design Consultant
Audi Sport



IT'S A SLIGHT PROBLEM TO CHOOSE A CAR I DIDN'T DO because I've been associated with so many over the years, much more than most I suppose [Lola , Brabham, Gurney-Eagle, BRM, Shadow, Lotus, Arrows, Osella, Ford, Jaguar, Toyota, Ferrari, Lister, TWR-Nissan]. I can't think of any modern F1 cars I could get excited about – they're all from the same mould. I have to go back a long way to find something interesting, and I'd pick the Lotus 25.

I was just starting at Lola when the 25 came out in 1962, though I'd been playing around with 750MC projects before that as an apprentice, and it was stunning – this super-sleek monococque, every aspect of it was perfect. Typical Chapman, minimum number of parts, some of them doing two or three jobs. Not only was it clever and light, with its inboard suspension and aluminium structure, but it was so good-looking. The proportions were fabulous – like a pencil, totally designed around the driver. Of course Jimmy Clark was a smallish man, so Chapman could go to town on making it compact. And the Climax V8 was a compact engine. It looked like a Formula Junior.

We all thought it was brilliant. Even though Eric [Broadley] was in his prime he scratched his head and said "Bloody hell, how are we going to beat that?" To get up to that level was going to be a monumental jump – and nobody did it. Its rivals only used to win by default; unless the engine blew up the 25 would win. Some parts used to fall off, but it made everthing else look like a tank, and everyone just copied it.

In those days everyone waited to see what Chapman was up to and then did their version of it. He was just light-years ahead.

I worked for him years later; I had great admiration for him but he was a pain in the arse to work for, incredibly difficult. As Chief Engineer I was first in line after him and I took all the blows. One of those great experiences you don't want to repeat... Chapman was so finicky it was untrue. His office was like that, and you never saw him ruffled or scruffy – he was Mr Perfection, and that's why his cars were always like that. Even then, which was quite late, his original approach was still there; if you had any problems he would suggest something which made you say 'why didn't I think of that?'.

Chapman's route was pure design, the excitement of producing something different, whereas, say, Ron Tauranac's approach was to build a production car which would make some money and win races. He didn't care whether his car was considered superior as long as it won races, whereas in my book superior would mean design superiority, clever and original thinking.

The late '50s was the most exciting time when it was all happening – Chapman, Broadley, there were loads of them coming along. And with FJ there was a stunning array of cars. That gave Britain something the rest of the world didn't have, and we're still building on that. It wasn't only Lotus – Eric Broadley's early designs were incredibly original. Those little sportcars and FJs were pretty slick, and already had inboard springs with push-rods like they do now. That was Eric's suspension, it wasn't taken from anything else. And the sportscars – unusual layouts, assymetrical chassis. It was very exciting in those days – but as I was working there I'm not allowed to choose those for this story.

Of course there's nothing new in motor racing – it just takes someone to take a gamble, put it all together and make it right; and Chapman was a great one for that. Even monocoques weren't new – the Fryclimax used one, an F2 car I used to see at Mallory in the late '50s, with aluminium wishbones and rubber suspension. The driver sat up between the front wheels with a Climax engine behind him.

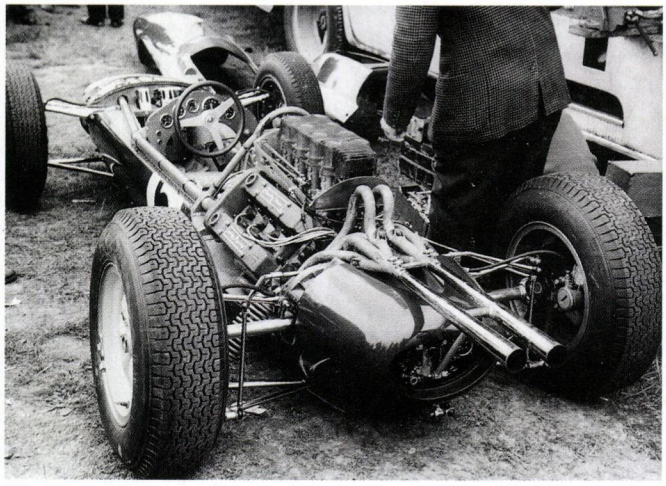
Chapman was our best designer by miles – no-one else has approached him for original thinking. Original thinking is incredibly rare; you'll find very little genuine originality around. Most people do a variation of somebody else's car, or they take all the good bits and put them together. I've looked at bits on cars and thought, that's good, I'll use that. But I always try to add something original because without that you're not going forward.

That's why I like sportscars, for the variety: a designer can actually have a go. I like F1, though modern F1 cars are ugly things; but the design is laid out for you; there's so much money involved that if you deviate you'd get sacked. You can't take risks with sponsorship.

However, in sportscars you can still build a front-engined car which will defeat the rear-engined cars, or make a turbo or a naturally aspirated car... It's the only international format where you can do that, and it encourages people like Laurence Pearce with his Lister. I helped with that too; the front suspension is straight off my drawing board, which I did as a quick fill-in job after the Ferrari 333 project stopped and before I started back on the TWR-Nissan. And though it is front-engined, it doesn't lack any downforce, it's well balanced, and eventually it was running with the works McLarens. On a shoestring budget too.

My back-up selection would be not a car but an engine – the DFV. Keith Duckworth deserves so much credit. Mind you, he had a lot of help from Chapman over packaging, so everything was just where a chassis designer would want it. The DFV allowed anyone to buy an engine, bolt it onto a chassis and go out and win GPs. And that let the British racing car industry shoot ahead; people like Williams wouldn't be anywhere without the DFV. Ferrari would have won everything. BRM might have done alright for a while, but would have fallen over themselves supplying engines... British GP racing just wouldn't be as powerful as it is now without the Cosworth kit-cars. M

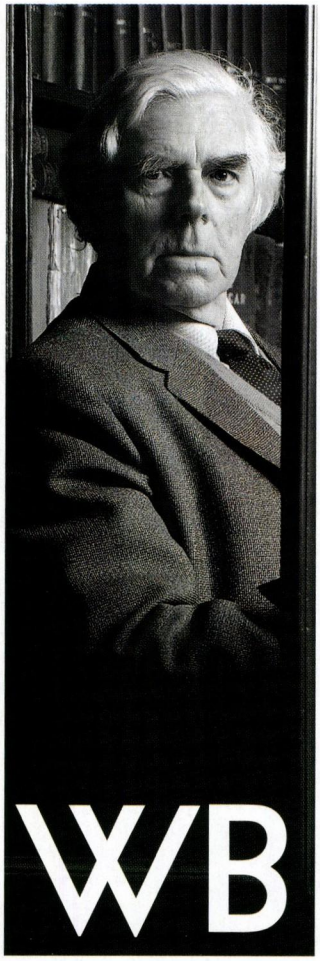
**Tony Southgate was talking to Gordon Cruickshank**



***Follow that: Lotus 25's pencil-thin monocoque, delicate components and compact V8 meant it looked more FJ than F1***




*Lie-flat cockpit and inboard springs meant slender 25 was low-drag; Clark's 1963 season still unmatched*




# Nazzaro's road car

CARS NAMED AFTER RACING DRIVERS are not exactly rare. But rare is a car made by a truly top driver, in the midst of his career. Such a car was the Nazarro. Felice Nazzaro, whose dark good looks infatuated the ladies when he came to Brooklands in 1908 and won the Fiat/Napier Match Race, had achieved fame by the time he decided to make cars of his own, in 1911. Apprenticed to Fiat, Felice first raced in 1900 and by 1905 was, with Vincenzo Lancia, one of Fiat's top drivers, being second in the 1905 Gordon Bennett and 1906 French GP, and in 1907 winning the Targa Florio, French GP and Kaiserpreis. In 1908 he won the Coppa Florio and was third in the USA GP, a broken chain stopping him in that race in 1910. So why give up, in 1916?

It may have been that racing was not sufficiently lucrative then, or was it the French boycott of the GP in 1909 that made Nazzaro think the future of racing insecure? Whatever, he built his cars in Turin from 1911. He did a bit of racing with them, winning the 1913 Targa Florio and 1914 Coppa Florio, and in 1920 Meregalli won the Targa Florio outright in a Nazzaro (at 31.7mph, such was the tough nature of this race), beating Enzo Ferrari's Alfa Romeo.

The main production Nazzaro was the four-cylinder 20/30, which may have owed something to a similar Fiat. Newton & Bennett, the Ceirano agents, handled the Nazarro here in 1913, pricing a chassis at £495 (against £515 for the Fiat). Felice had not given up driving other cars, such as a rotary valve Itala in the 1913 GP, and he built a team of 4½-litre single ohc 16-valve four-cylinder cars for the 1914 French GP, trusting Porporato and de Koraes with two of them, but all retired. One surfaced at Brooklands in 1923, and a sports Nazzaro ran at the Lewes speed trials in 1931.

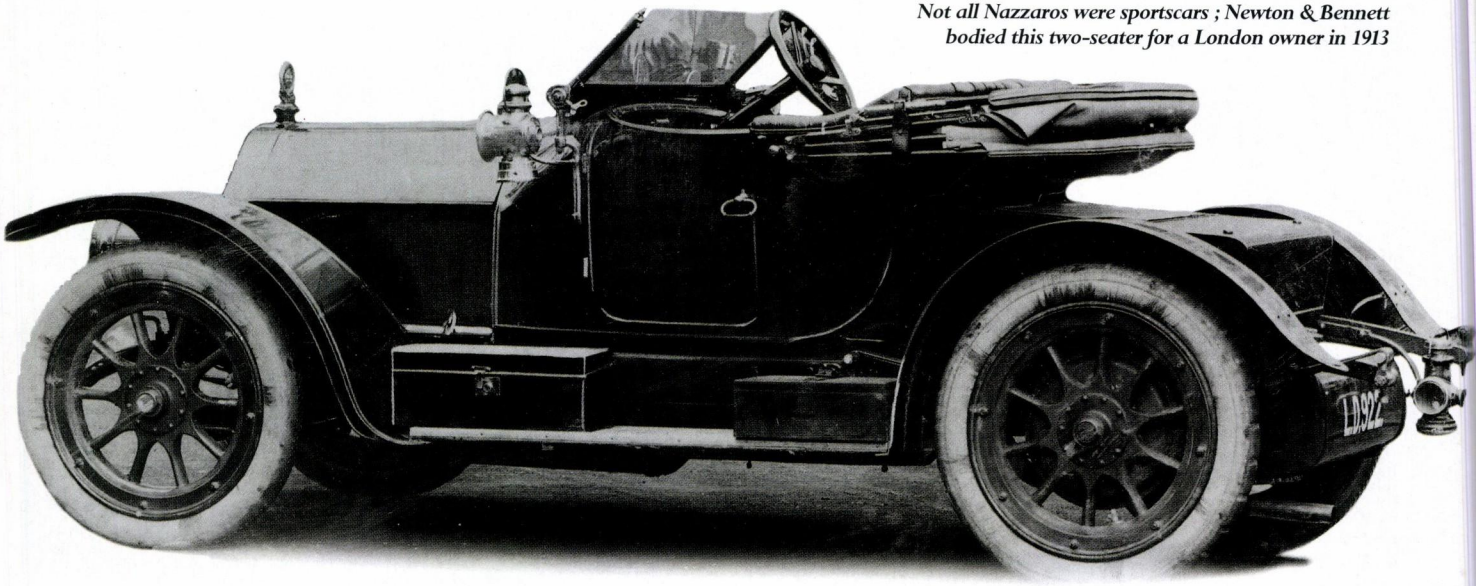
It was presumably the war which stopped Nazzaro making cars after 1916, and from 1922 he again signed up with Fiat, winning the 1922 French GP with the wonderful Fiat 804. By 1925 he was head of their competition department.

After the war Nazzaro production continued in Florence under another company, at first with the pre-war cars. For 1922 the sv 3562cc engine got a detachable head with an overhead camshaft actuating one inlet and two exhaust valves per cylinder. The camshaft was driven by a vertical shaft and helical gears at the front of the engine. Head and pistons were of cast iron. The crankshaft ran in five bearings. To make removal of the head and block easy, extended bolts were used, and slots in the head minimised damage to the gasket.

The camshaft driveshaft drove the water pump and magneto and, at its base. the oil pump that gave fully forced lubrication. It also drove an air pump for the fuel feed. Care was taken to give good water circulation and there was a large pump gland. A Zenith carburettor fed through a water-heated induction system and an imposing vee-fronted radiator set off the 102.6in-wheelbase chassis with its unit four-speed gearbox and long half-elliptic springs, and there was an aluminium dash.

Steel artillery wheels took 820 x120 tyres, and to give access to the back axle with its easily withdrawn bevel-drive and differential, the petrol tank was slung from the off-side of the chassis. Final drive was by torque tube. Compensated rear brakes and sturdy stampings for the stub axles and steering arms were notable.

The post-war concessionaires were the Hampstead Engineering Co in William Street, Hampstead, but by the summer of 1922 they had not fixed a price. I suspect not many cars were sold. Thus the Nazzaro, a car that reminds one of a great racing driver.

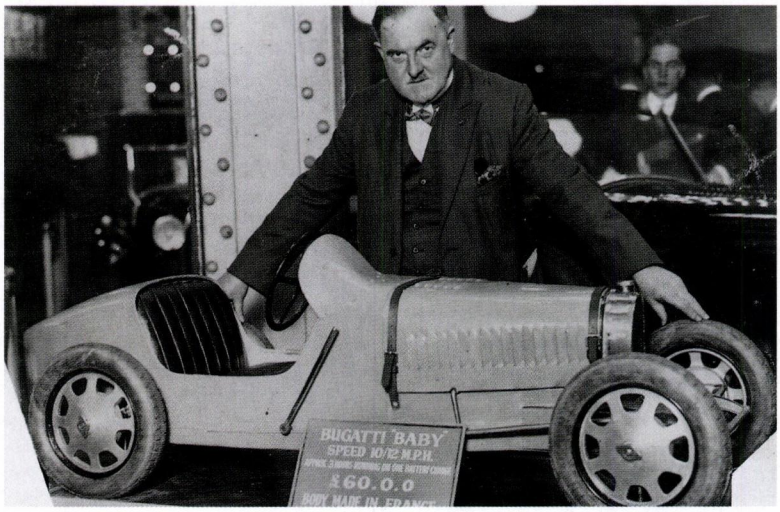


***Not all Nazzaros were sportscars ; Newton & Bennett bodied this two-seater for a London owner in 1913***

# Bugatti's baby

THERE HAVE BEEN SEVERAL CHILDRENS' CARS, BUT THE MINIATURE TYPE 52 GP BUGATTI OF THE 1920s beat them all. Only the artistically minded Ettore could have created such a desirable object. Originally built for Roland Bugatti, you could soon buy one from Brixton as well as Molsheim. Intended for drivers up to eight years old, it was 6ft long, weighed 150lbs, and was driven by 12volt motor on the back axle, one wheel being free to give a differential action.

Brave drivers could reach 10 or 12mph; a rheostat varied the speed, with a change-over switch for reverse. It was a fine likeness to a full-size GP Bugatti, detachable eight-spoke wheels characterising those of the real racers. A spare was strapped to the side, there were four-wheel brakes, and an external brake lever. This delectable object was shown at Olympia in 1927, price £60. After WW2 my youngest daughter was able to have a go in the grounds of Major Lambton's house in the one he owned. Rare in England, the T52s were very popular at Deauville and other fashionable places, where children indulged in races with them.

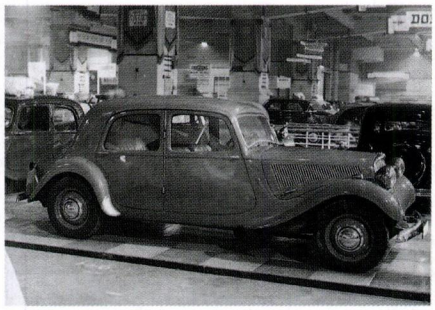



***A fine likeness to the real racer, the T52 Bugatti was a proper factory-built miniature***

# Traction tales

I SEE THAT IN FEBRUARY'S *Classic & Sports Car* SIMON TAYLOR ENTHUSES OVER THE CITROËN BIG Six of the 1950s and remembers Maigret and his *Traction Avant* – which shows that I look at other motor magazines. When the six-cylinder Citroën came up for test in 1952 I was impressed that this spacious saloon would do 84mph, but it would have been even better with a four-speed 'box. I got the critical Cecil Clutton to round off my report with his opinion of the Big Six. He was equally complimentary, concluding "...it will go down in history as one of the truly great cars."

I cannot remember whether it was the Citroën PRO or the film company making the Maigret pictures who arranged for my wife and I to meet Rupert Davies, the actor playing the great detective (but overshadowed by Sherlock Holmes!). Poor man, I talked to him only about cars. I cannot now remember whether or not he came in a *Traction*. It is probably buried deeply in a back number of MOTOR SPORT. Does the keen Citroën CC know if the test car (OBH 649) has survived?



***Citroën's Big Six – one of the truly great cars***

## miscellany

THE POPULAR VMCC Banbury Run for pre-1931 motorcycles returns to Banbury this year, on June 18, centred on Drayton School. I am glad to note that the 'Banbury' is for vintage bikes, that there was a run for those with gas lamps, and that the VMCC Founder, CE 'Titch' Allen, BEM, is still active.

* * *

THE VSCC OF AMERICA, Inc asks me to make it clear that, founded in 1958, it catered only for vintage cars until selected pre-1955 ones were included in about 1962, later extended to those made prior to 1960.

* * *

BELATEDLY, BUT TO PROVE that VSCC folk are very hardy, Mark Garfitt tells me that some 130 pre-war cars turned up for his Verzons Rally. The 'Concours' (which car would you like to take away) was won by the Rodney Felton/Sir John Venables-Llewelyn P3 Alfa Romeo (which was driven there!).

* * *

BOOKS DEALING WITH JUST one car are not frequent. Now from Beeman Jorgensen of Indianapolis USA comes *A Morgan Called Red* by Larry Ayers (ISBN 092975820 X, $24.99), a detailed history of the famous supercharged vee-twin three-wheeler raced at Brooklands and Donington etc, from 1933 by Henry Laird, and its subsequent career. The author restored 'Red' from years of neglect and his account details it all. There are a great many pictures of Morgans in races and trials, masses of data about 'Red's' owners, and race by race specification and performance from the Laird notebooks.

* * *

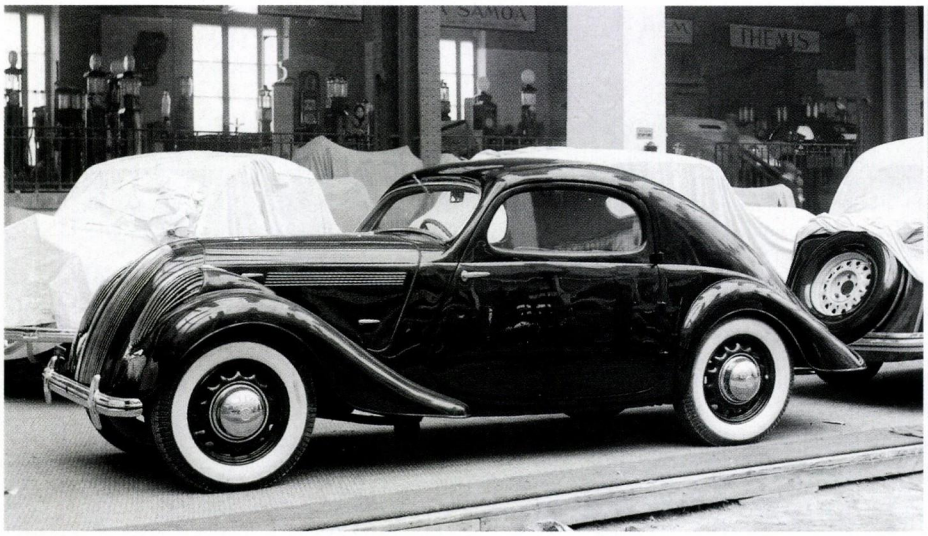
IN A TV PROGRAMME about road deaths, lower speed limits were suggested. A clip showed a high performance car said to be capable of 0-60 mph in 4sec. Surely this implies that such a car can overtake effectively, which is one part of safer use of roads? I suppose that if Mr Prescott were to impose a universal 20mph limit, he would drive people onto public transport, and at the same time undermine the entire motor industry and reduce a pedestrian country to severe business losses...

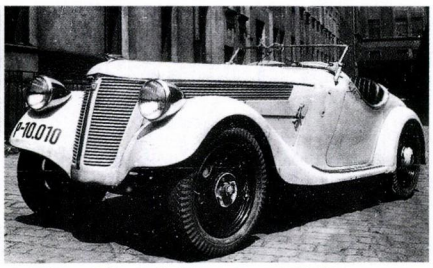
* * *

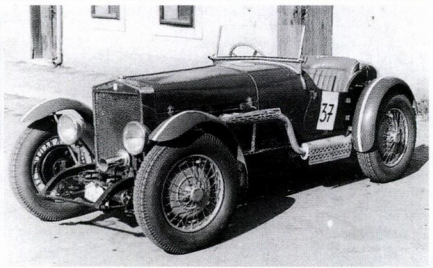
THE PRE-WAR A7 CLUB magazine had a piece about an A7 engine in the USA whose owner has converted it to a finned air-cooled unit for motorcycle use, which reminds me of the reverse, when years ago an air-cooled ABC had its flat-twin power unit converted to water cooling.

* * *

MY RECENT PIECE ABOUT MOTOR racing memorials brought an interesting letter from Malcolm Jeal saying that the memorial to Paul Zuccarelli on the Evreux-Monancourt road was still intact in 1999. And John Strickland informs me that the memorial to the pilot and passenger who were killed in 1912, when presumably flying from the nearby RFC aerodrome, still stands on the A344 London-Devizes road, near 'Airmans Corner'.



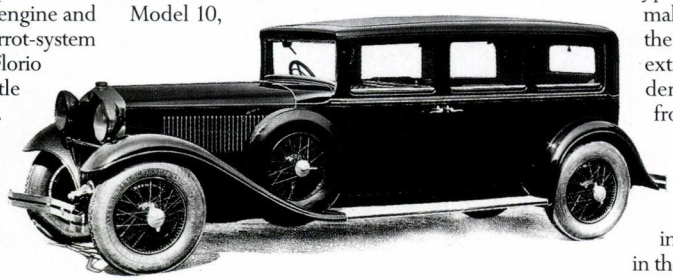




***East Europeans: clockwise from above, 1936 Skoda Rapid; 1938 Praga Super Sport; 1934 four-cylinder Wikov two-seater; Tatra Type 70 saloon of 1931***

# Forgotten Czech sportscars

AS FAR AS I AM REMOVED FROM ANYTHING IT IS FROM a knowledge of the motor vehicles of the Czech Republic. So when studying the researches of Adolf Kuba I was in for some surprises – for instance, the number of decidedly attractive sportscars available there in the Edwardian and vintage period. For example, the 1924 Walter with sohc engine and outside exhaust, Rudge wheels and Perrot-system 4WBs, and a very rakish Tatra Targa Florio model, with the expected coal-scuttle bonnet, both able to rev to 5000rpm. Praga made the 824cc Piccolo Sport, Zatimco the full-blooded Z6V racer with supercharged 1086cc engine, capable in Nürburgring form of over 90mph. Wikov had their 7/28 1½-litre pointed-tail sports two-seater.

The 1923 Isis had a 770cc engine or an ohv Chapuis Dornier engine of 1093cc. We think of Tatras as air-cooled cars, the larger ones rear-engined, but they also made some very impressive big cars with frontal radiators, like the 1921 5.3-litre vee-fronted Model 10,



while another fine looking car was the 1927 Praga Grands, its eight-cylinder engine apparently having Mercedes and Ricardo connotations. Laurin & Klement's 14/50 had Knight sleeve-valves, and in 1923 they were campaigning a team of four Type 445 competition tourers. Skoda was making Hispano-Suizas under licence, with the flying stork mascot, and at the opposite extreme cyclecars included the two-cylinder Panek Koprivinicka and the single front-wheeled Trimobil which outdid the Phanmobile with a remarkable four-door saloon-bodied version. Skoda was also making Sentinel steam waggons in 1923. The Czech motor industry seems to have been in good array in those vintage years.

## obituary

### Gerry H F Dunham

WE ARE VERY SORRY TO HAVE TO REPORT THE DEATH, AT the age of 79, of Gerry HF Dunham, whose father had been part of Dunham & Haines, the well-known Luton motor company which had been one of the first Alvis agents, associated with the make from 1921. Mr GGH Dunham Sr had been the epitome of the typical Brooklands exponent, having raced at the Surrey circuit with two Alvis cars of the outer circuit kind, a Speed Twenty and a 12/70, both with the expected streamlined bodies. He gained innumerable successes from 1932.

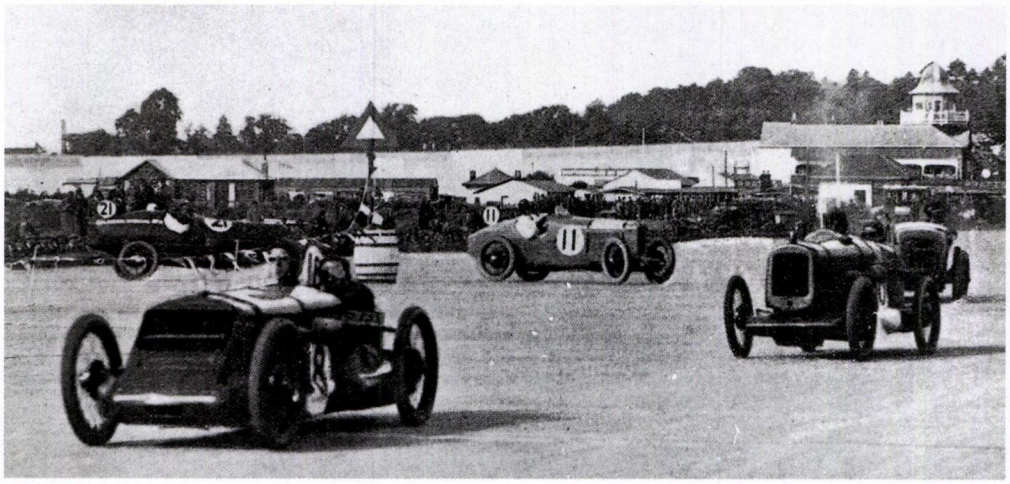
His son continued to race the 12/70 Alvis II after the Second World War. It was a very special car, having, like the Speed Twenty in its later appearances, a single-seater body, and in 1949 it was endowed with the special engine from the Speed Twenty. It was again successful with 'Lofty' England in Belgium, and Gerry Dunham won at Goodwood with it and also took victory in the 1951 IOM Manx Cup race, at 66.16mph. It was an impressive achievement against more modern HWM and Turner cars, even though, as Ken Day in his Alvis history reminds us, it had a 20 year-old engine in a 13 year-old chassis but was still capable of a timed 111mph in 1954. It was also an impressive performer in VSCC races, driven by Gerry's son, making him the third generation of the family to enjoy the car.

# The first blown Seven

THE SURFEIT OF AUSTIN 7 HISTORY HAVING BEEN WELL received, I thought it worth recalling the first use of a supercharger for the baby racing car, as some Sevenists use blowers today. Original Cozette ones must be scarce, so replicas of these, or of Roots superchargers, are the norm.

With the little cars from Longbridge doing so well in racing after only two seasons, Lord Austin's son-in-law Captain Arthur Waite MC, needed to get his to go faster. The ploy was to boost its engine, which he did in 1925. An Austin-built Roots supercharger was mounted ahead of the engine in a cradle cast as part of the timing-gear cover. It ran at below engine speed, feeding at 5lbs/sq in, drawing mixture from a 35mm Cox-Atmos carburettor at 60cu in per minute at 5000rpm, 36bhp then being recorded. A useful improvement on the original A7's 10½hp and the non-s/c racing engine's 29bhp. The car weighed 7½cwt, part of the ash-framed body being fabric-covered. Waite sat very low in it, his right elbow seemingly almost touching the offside back wheel, elaborate "swellings" encasing the cockpit, the front axle and rear springs. Over 90mph was obtained, proved when George Duller won a 50-mile Brooklands race at almost 89.9mph. An easy-flow exhaust manifold also helped. The blower had ball-bearings, lubricated from oil in the fuel. Waite took 750cc class records at up to 86mph, then had the engine enlarged to 776cc, then in 1926 to 831cc, putting it in the 1100cc class for the JCC '200' etc, but the transmission twice objected. However, two thirds and a win in a minor race were obtained.

With Austin concentrating on sportscar racing, the special Waite A7 was sold to J Pares. Unfortunately he was badly injured when an A7 in which he was riding overturned in the 1925 '200', and G Cauldicott, whom I interviewed for MOTOR SPORT some years ago, had to drive it. The wheelbase was increased to 6ft 7in and a twin Zenith carburettor non-s/c engine installed. Named 'Slippery Ann', it continued to go well, particularly at Shelsley Walsh, winning the 750cc racing car class in 1927 and 1928. The Prime Minister Stanley Baldwin was watching from the members' enclosure on the second occasion.

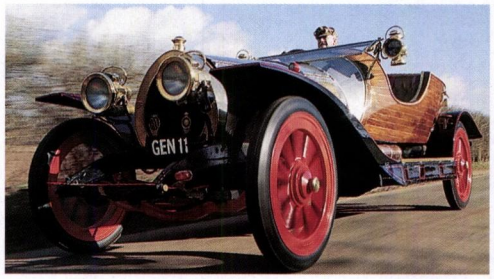


***Waite's supercharged 7 with its flat nose in its first major race, the 1925 JCC '200'; the increased power broke a u/j***

# Chitty-Chitty clanger

IT WAS AN ERROR WAITING TO HAPPEN. IN ANNOUNCING THAT Piers Picton has had a liquid-gas conversion carried out, *Autocar* had a picture of his car titled Chitty-Chitty-Bang-Bang, "originally raced in the 20s powered by a six-cylinder Maybach engine, but rebuilt for the children's film in 1968 when the engine was swapped for a Ford V6".

Complete nonsense! The original Chitty was broken up around 1934. I was offered its 23-litre 'Zeppelin' engine but had nowhere to keep it, although I do have one of its huge final-drive sprockets. Mr Picton's car is one of the film-set fakes, which looks nothing like Chitty-Bang-Bang I as raced by the legendary Count Louis Zborowski in 1921/22.




***Mr Picton's film 'Chitty' – no relation to the Count's car***

## miscellany

ANOTHER EXCELLENT ISSUE OF the Bugatti OC's *Bugantics*, the format the same since Vol 1 in 1931, includes a report on multiple engines. I was interested also to see a picture of Angela Hucke in the 1923 Indy Bugatti, showing an FN registration; presumably Zborowski used it on the road before or after taking it to the USA.

* * *

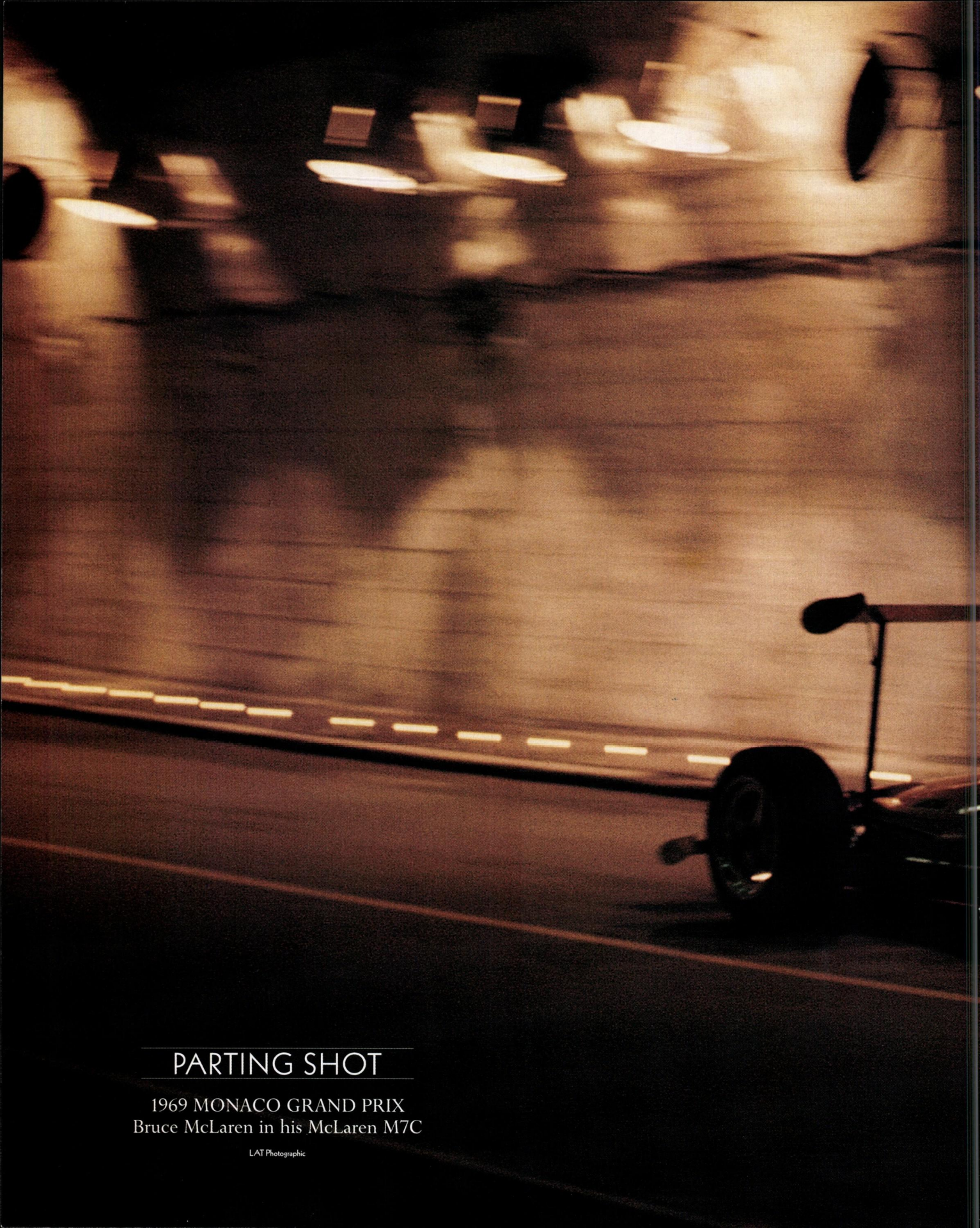
MARK JOSELAND HOPES TO HAVE the Frazer Nash Special 'Terror', that so successful methanol-fuelled car of RGJ Nash, in action again this year. The car made FTD at Shelsley Walsh two years running, as long ago as 1931 and 1932, as well as holding forever the record climb of the Brooklands Test Hill in a rousing 7.45s, making a 30ft leap off the ground at the summit. Its return should be exciting, to say the least...

* * *

IT IS GOOD TO KNOW THAT A stone to commemorate the Wakefield Trophy races of 1949-1954 has been erected at the Curragh racetrack in Ireland. It carries the names of those placed in these carefree events, such as Sir Stirling Moss, Duncan Hamilton, Joe Kelly, Ian Stewart, Anthony Powys-Lybbe, and Peter Whitehead, the project undertaken by the Kildare Local History Group and sponsored by the Irish BMW Motor Import Ltd.

* * *

BY FEBRUARY, 48 ENTRIES HAD been provisionally received for the London-Lisbon Classic Rally due to be run from October 14-23, and 27 more for the reliability trial part of the event. The cars range from 1929 4½-litre Bentley to 1976 Triumph 2500TC. Details from Julie Eaglen, HERO, The Town House, Leigh, Worcester WR6 5LA. Entry fees are £1,650/£1,350 per car.



# PARTING SHOT

1969 MONACO GRAND PRIX
Bruce McLaren in his McLaren M7C

LAT Photographic



CALL US NOW ON 01280-822823 FOR YOUR FREE SPRING CATALOGUE

OUR MAIL-ORDER HOTLINE (01280-822823) IS NOW OPEN MONDAY - SATURDAY 10am-6pm

OUR BUCKINGHAM STORE IS OPEN ON MONDAY - SATURDAY 9.30-5.30 AND SUNDAY 11-4

# Speed F1 SPRING DEALS

## NEW 'SPRING DEAL' CATALOGUE OUT NOW.




Call 01280-822823 for your free copy.

48 pages packed full with offers.






## 5 F1 T's for £25

**TSS25**

You will receive 5 different F1 T's - either Jordan, Williams, Benetton, Stewart, Sauber or even one of the drivers. All are 1998 or 1999 fully licenced items.

**Available in M, L, XL**

**Originally up to £100**

## JORDAN PUFFA

**JR946**
Jordan Puffa
Ideal for spring!
Yellow/Black
**Available in S, M, L, XL**
~~was £99...~~
**NOW £49**

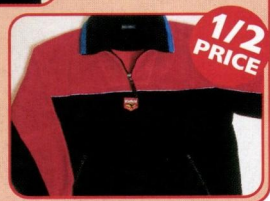



## WILLIAMS




**WN905**
Short sleeved Polo
M, L, XL
~~£39...~~
**£7.50**

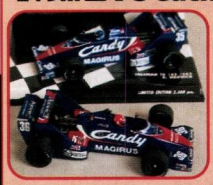
**WN926**
1/2 Zip Fleece
M, L, XL
~~£59...~~
**£29**




## CLASSIC 1/43 F1's

MINICHAMPS®
**1/43rd Scale FERRARI'S**
M7512 '75 Lauda
M8228 '82 Pironi
~~£49...~~ **£10 each**






MINICHAMPS®
**1/43rd Scale TOLEMAN'S**
M8335 '83 Warwick
M8336 '83 Giacomelli
~~£49...~~ **£9 each**

**M8320** Toleman 183B J Cecotto ~~£49~~ **£9**
**M8420** Toleman 184 J Cecotto ~~£49~~ **£9**

## GRAB A PIECE OF STEWART HISTORY!

**ST820** Tartan Scaff
~~£49...~~ **£9**







**PIN BADGES**
**ST039** Car ~~£3~~ **£1**
**ST033** Logo ~~£3~~ **£1**
**KEYRINGS**
**ST909** Logo ~~£5~~ **£2**
**ST038** Car ~~£5~~ **£2**

**ST805**
S/S Polo
White - M & L
~~£39...~~
**£7.50**







**ST824**
Umbrella
~~£29.99...~~
**£15**




**BK513**
Racing Stewart - The Birth of a Grand Prix Team
~~£20...~~ **£7.50**

## TO ORDER: Call our credit card hotline on 01280 822823 or complete and return this form

☐ I enclose a Cheque/Postal Order (made payable to Speed Retail Limited) ☐ I wish to pay by Creditcard/Switch

Card No. Switch Issue no. ☐☐ Expiry date

☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐ ☐☐

Print name:..... Signature:.....

Address:.....

.....

Postcode:..... Telephone no:.....

Have you purchased by mail order from Speed F1 before? YES / NO

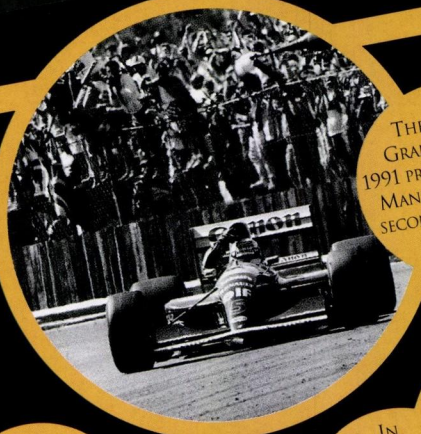
| Product code | Brief description | Size | Unit price | Quantity | TOTAL |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| Postage & packing: - Overseas, please call for details | | | | P&P | £6.00 |
| F1S/AS/230300 | (Continue order on separate sheet if required) | | | GRAND TOTAL | |

**SEND TO: SPEED RETAIL LIMITED, 12 CORNWALL PLACE, HIGH STREET, BUCKINGHAM, BUCKS. MK18 1SB**
**OR FAX YOUR ORDER TO US ON 01280 822699**

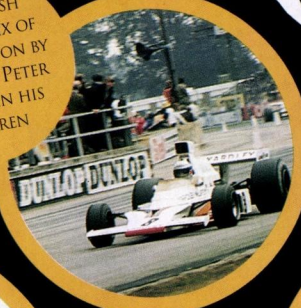
**HOW TO ORDER** • Indicate products you require by code and short description in the relevant columns • Indicate size where applicable • Indicate quantity and price against each product • Calculate the grand total and post the coupon to the address below remembering to include method of payment or call the credit card hotline • Goods will be dispatched as orders are processed • Please allow up to 28 days for delivery • All products are offered subject to availability.

PLEASE NOTE THAT POSTAGE AND PACKAGING IS NOW £6 PER ORDER

# BRITISH GRAND PRIX CHAMPIONS 1950-2000

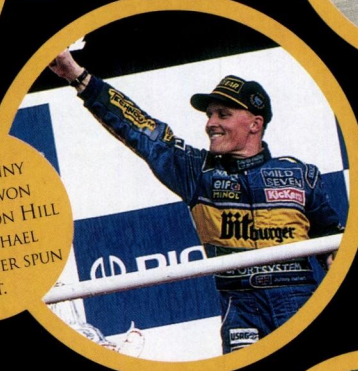


The British Grand Prix of 1991 provided Nigel Mansell with his second victory of the year



The British Grand Prix of 1973 was won by American Peter Revson in his McLaren

Jacques Villeneuve's Williams-Renault won the British Grand Prix at his first attempt in 1996.



In 1995 Johnny Herbert won when Damon Hill and Michael Schumacher spun out.



James Hunt managed to beat his old adversary Niki Lauda in front of his home crowd at Silverstone in 1977.



Damon Hill notched his only British Grand Prix victory in 1994.

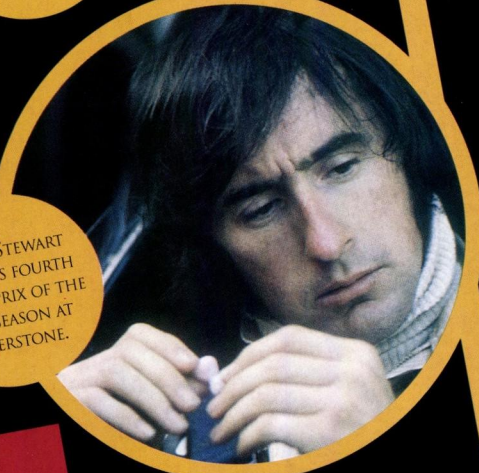


In his championship year Nigel Mansell notched up his seventh victory of the 1992.

Alain Prost took the win in his last year with McLaren in 1989.



1999 was the year of David Coulthard's first British Grand Prix victory.



Jackie Stewart won his fourth grand prix of the 1971 season at Silverstone.

RED LINE SYNTHETIC OIL

Eldon House Automotive Ltd,
8-9 Warsop Trading Estate, Hever road,
Edenbrigde, Kent, TN8 5LD
Tel: 01732 866885 Fax: 01732 866773

Alain Prost took fastest lap and victory on his way to the 1985 drivers' title.

Nigel Mansell took a popular win at Brands Hatch in the Williams Honda in 1986.

Ayrton Senna took his first British Grand Prix win in his McLaren MP4/4 in 1988.

Alain Prost clocked up his fourth British Grand Prix victory in 1990.

Niki Lauda notched up his third British Grand Prix victory in the McLaren MP4/2 in 1984.

Mansell mania was at its height when Nigel won the British Grand Prix in 1987.

1950 - 2000

BRITISH GRAND PRIX CHAMPIONS 1950-2000

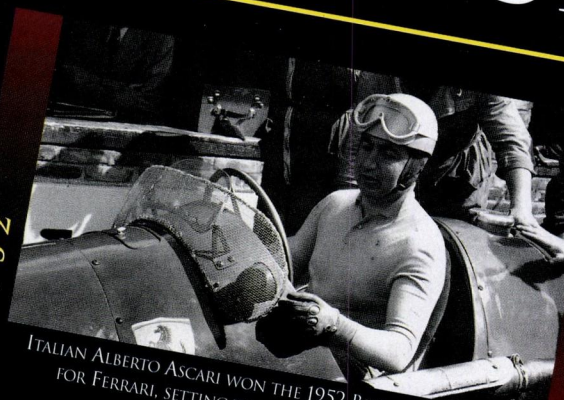
# FERRARI'S BRITISH

1951 GONZALEZ



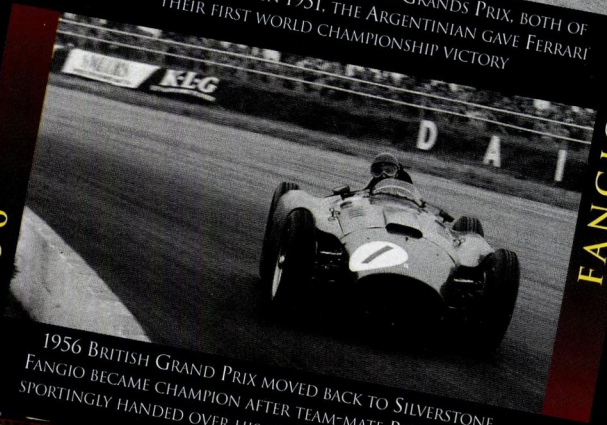
Froilan Gonzalez. Only won two Grands Prix, both of them at Silvestone. In 1951, the Argentinian gave Ferrari their first world championship victory

1952 ASCARI



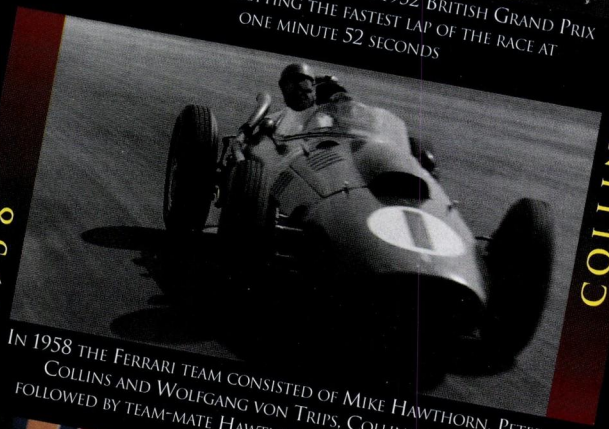
Italian Alberto Ascari won the 1952 British Grand Prix for Ferrari, setting the fastest lap of the race at one minute 52 seconds

1956 FANGIO



1956 British Grand Prix moved back to Silverstone. Fangio became champion after team-mate Peter Collins sportingly handed over his ferrari to the Argentinian

1958 COLLINS



In 1958 the Ferrari team consisted of Mike Hawthorn, Peter Collins and Wolfgang von Trip's, Collins was first, followed by team-mate Hawthorn in their Ferrari Dinos

1978 REUTEMANN



Carlos Reutemann notched up his third victory of 1978 in the Ferrari 312T3 at Brands Hatch ahead of former British Grand Prix winner Niki Lauda in his Brabham

1990 PROST



In 1990 Alain Prost won his fourth grand prix for Ferrari at Silverstone while his arch-rival Ayrton Senna in the McLaren finished third

CONSTRUCTORS
WORLD
CHAMPIONS
1999

# GRAND PRIX GLORY

1953 ASCARI



ASCARI WON HIS SECOND CONSECUTIVE BRITISH GRAND PRIX ON THE WAY TO HIS SECOND DRIVER'S CROWN. SECOND PLACE WENT TO FÁNGIO DRIVING A MASERATI

1954 GONZALEZ



FROILAN GONZALEZ, WINNER OF THE 1954 BRITISH GRAND PRIX, WHERE HE LIFTED THE TROPHY THREE YEARS BEFORE. MIKE HAWTHORN WAS SECOND, MAKING A VICTORIOUS TRIUMPH FOR FERRARI

1961 VON TRIPS




WOLFGANG VON TRIPS FLIES THE FLAG FOR THE FERRARI TEAM IN 1961. TEAM DRIVER PHIL HILL FINISHED IN SECOND PLACE AND RICHIE GINTHER THIRD, MAKING IT A HAT-TRICK FOR FERRARI

1976 LAUDA



DESPITE CROSSING THE LINE FIRST, JAMES HUNT DID NOT WIN THE 1976 GRAND PRIX AT BRANDS HATCH, HE WAS DISQUALIFIED, HANDING VICTORY TO NIKI LAUDA AND FERRARI

1998 SCHUMACHER



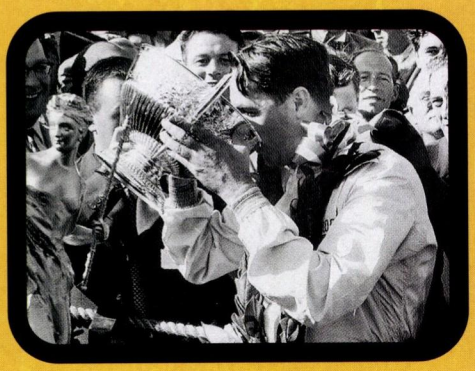
MICHAEL SCHUMACHER'S VICTORY AT RAIN-SOAKED SILVERSTONE IN 1998 WAS CERTAINLY ONE TO REMEMBER! SCHUMACHER BECAME THE FIRST EVER FORMULA ONE DRIVER TO WIN A GRAND PRIX IN THE PIT LANE

MARANELLO
SALES LTD

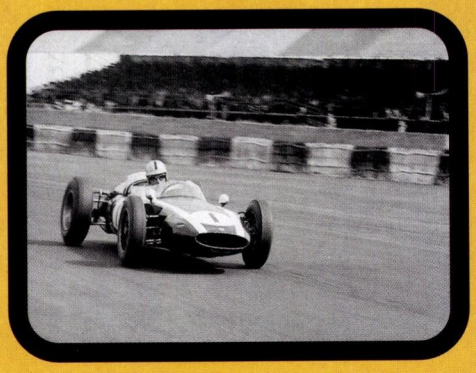
Tower Garage, The By Pass (A30), Egham,
Surrey TW20 0AX
Telephone 01784 436431. Fax 01784 436510
Web Site:www.maranellosales.uk

Ferrari

# BRITISH GRAND PRIX CHAMPIONS 1950-2000



AUSTRALIAN JACK BRABHAM WON THE 1959 SILVERSTONE GRAND PRIX IN HIS COOPER CLIMAX, SEEN HERE CELEBRATING HIS VICTORY IN TRUE STYLE DRINKING CHAMPAGNE.



JACK BRABHAM SCORES HIS SECOND CONSECUTIVE BRITISH GRAND PRIX SUCCESS IN 1960, SEEN HERE IN FULL RACING CONCENTRATION IN HIS COOPER T-53. GRAHAM HILL SPINS OUT NEAR THE END.

1950 - GIUSEPPE FARINA WON THE FIRST EVER BRITISH GP IN THE ALFA ROMEO 158.

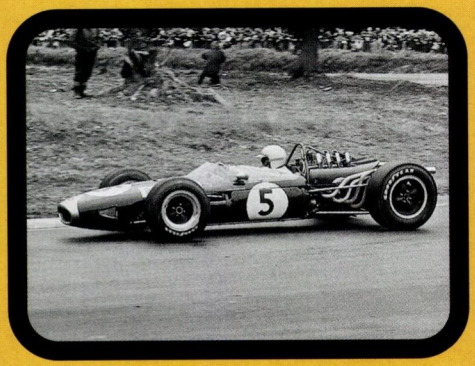
1955 - STIRLING MOSS WON HIS FIRST EVER BRITISH GP IN THE MERCEDES W196.

IN 1957 STIRLING MOSS TOOK THE CHEQUERED FLAG TO WIN AFTER TAKING OVER TONY BROOK'S VANWALL.

JO SIFFERT TOOK THE LOTUS 49B TO VICTORY IN 1968.

JACKIE STEWART TOOK THE HONOURS IN THE MATRA ON COURSE TO THE '69 DRIVERS' TITLE.

1971 JACKIE STEWART TOOK HIS SECOND VICTORY AT THE BRITISH GRAND PRIX.



JACK BRABHAM SEEN HERE AT BRANDS HATCH ON THE 16TH JULY 1966. BRITISH GRAND PRIX CHAMPION SETTING THE FASTEST LAP OF THE RACE, WHERE HE HAD LED THE WHOLE RACE FROM POLE-POSITION.



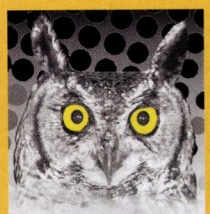
1974 JODY SCHECKTER THE SOUTH-AFRICAN DRIVER IN THE TYRRELL-FORD, EARNED HIMSELF A DESERVING VICTORY AT BRANDS HATCH. LATER IN 1979, HE BECAME FORMULA 1 WORLD CHAMPION FOR FERRRARI.



THE 1980 GRAND PRIX GOES TO BRANDS HATCH, WHERE AUSTRALIAN ALAN JONES TOOK DELIGHT IN WINNING THE RACE. IN THE SAME YEAR, HE BECAME WORLD CHAMPION DRIVING FOR WILLIAMS.



JACQUES VILLENEUVE IN HIS CHAMPIONSHIP YEAR, TAKING HIS SECOND CONSECUTIVE WIN FOR WILLIAMS AT THE BRITISH GRAND PRIX IN 1997, AHEAD OF MCLARENS MIKA HAKKINEN.

auto WATCH
ADVANCED SECURITY SYSTEMS

auto WATCH
ADVANCED VEHICLE SECURITY SYSTEMS

A QUALITY PRODUCT FROM KNIGHTWATCH LTD

ISO 9002 REGISTERED FIRM

Knightwatch Ltd • Unit C Homesdale Business Centre • Platt Industrial Estate • Maidstone Road • St Mary's Platt • Kent • TN15 8JL
Telephone: 01732 886 777 Fax: 01732 886 888


1950 - 2000

# BRITISH GRAND PRIX CHAMPIONS 1950-2000

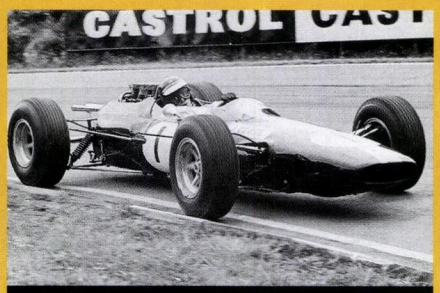
THE FLYING SCOTSMAN. JIM CLARK LEAVES THE REST OF THE GRID BEHIND AT THE START OF THE 1962 BRITISH GRAND PRIX.



IN 1972 EMERSON FITTIPALDI TOOK HIS JPS LOTUS FROM SIXTH ON THE GRID TO VICTORY.

1963 SEES THE SECOND BRITISH GRAND PRIX WIN FOR JIM CLARK. ONE OF A RECORD 7 WINS IN 1963.






1964 HAT-TRICK FOR JIM CLARK. THE FIRST TIME A DRIVER SUCCEEDED IN WINNING THIS TITLE, THREE TIMES IN SUCCESSION.

IN 1975 EMERSON FITTIPALDI TOOK THE HONOURS FOR MCLAREN IN THE M23.

WILLIAMS' FIRST VICTORY IN THE BRITISH GRAND PRIX WAS TAKEN BY CLAY REGAZZONI IN 1979.




VICTORY STILL CONTINUES IN 1965, WHERE CLARK MAKES HIS FOURTH TRIUMPH AT SILVERSTONE.




1967 BRITISH GRAND PRIX. VICTORY AGAIN FOR JIM CLARK, BUT SADLY THE LAST TIME THE CROWD WOULD SEE THEIR HERO IN BRITIAN.

IN 1981 JOHN WATSON WON MCLAREN INTERNATIONAL'S FIRST BRITISH GRAND PRIX IN THE NEW MCLAREN MP4.

IN 1984 NIKI LAUDA TOOK VICTORY IN HIS MCLAREN MP4B.

ALAIN PROST BECOMES THE FIRST EVER DRIVER TO WIN THE BRITISH GRAND PRIX IN A TURBO-ENGINED CAR, THE RENAULT RE40 IN 1983.

THE PERFECT FINISH

AUTOGLYM

Local Stockist Information Telephone 0800 515 779

BY APPOINTMENT TO H.M. QUEEN ELIZABETH THE QUEEN MOTHER SUPPLIER OF CAR CARE PRODUCTS AUTOGLYM, LEICHWORTH, ENGLAND

AUTOGLYM

BY APPOINTMENT TO H.R.H. THE PRINCE OF WALES SUPPLIER OF CAR CARE PRODUCTS AUTOGLYM, LEICHWORTH, ENGLAND

1950 - 2000

# THE PROFESSIONALS- WHO'S WHO IN RESTORATION & RACE PREPARATION

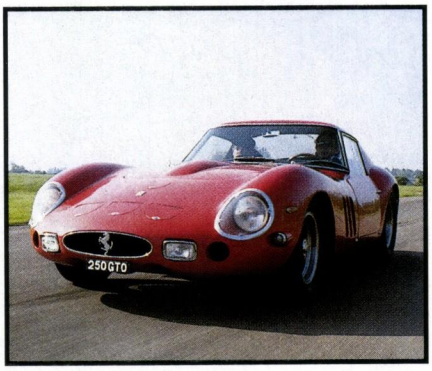
0208987500

## BEAUFORT RESTORATION

Bexon Lane • Bredgar • Near Sittingbourne • Kent ME9 8HG
Telephone: 01795 830288 • Fax: 01795 830199

**Comprehensive in house facilities for Vintage and Historic motor vehicles**

Competition Preparation
Engine & Rolling Road Dynos
Coachwork & Fabrication
Engine Building & Development
Engineering & Machining
Paintshop




## CLASSIC PORSCH

***SPECIALISTS IN PORSCH RESTORATION***

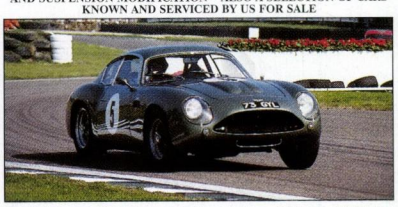
All work carried out in house wit a twelve month warranty. All Porsche related work undertake

***Contact Mr A. Outridge***
**Tel: 01438 833911**
**Fax: 01438 833912**

## GOLDSMITH & YOUNG LTD

**ASTON MARTIN SPECIALISTS**

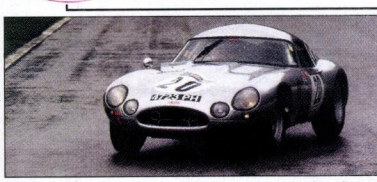
SERVICING • FULL RESTORATION • UNLEADED CONVERSION • DYNAMOMETER • INSURED TRANSPORT • PRE PURCHASE INSPECTION AND REPORT • PERFORMANCE ENHANCING ENGINE AND SUSPENSION MODIFICATION • ALSO A SELECTION OF CARS KNOWN AND SERVICED BY US FOR SALE



Unit 2C, Quarryfields Industrial Estate, Mere, Wiltshire BA12 6LA.
**Tel: 01747 860715. Fax: 01747 861109**
Email: gyl73@aol.com




## Colbornes RESTORATION SERVICES



Historic Race Preparation, circuit attendance and testing, ra tutition available. Full restoration facilities with Jaguar train engineers for your 'C', 'D', 'E' or MkII.
Phone Stephen Markey on
**01483 300678 or fax: 01483 453637.**

## *D'Angelo*

Performance Engineering




Mark Brennan, Classic Sports & Race Car Specialist
Restoration, Servicing, Race preparation, development.
**25 Clairninch Way, Drymen, by Glasgow, Scotland G63 0DL**
**07775-882761 or 01360-660624**
call anytime day or evening




## Austin-Healey Specialists

RAWLES MOTOR SPORT

Experts in the preparation of race, rally or Healeys. All work is undertaken from servi complete engine rebuilds to full restoration Our competition results speak for themselv *For further details 'phone Allen or Bill.*

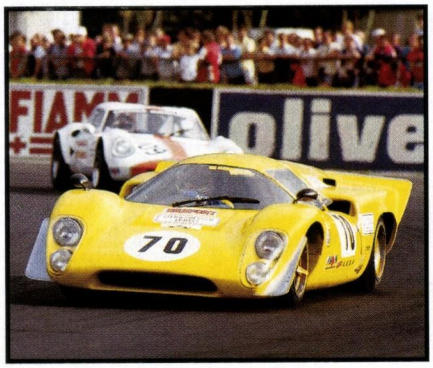



West End Farm, Upper Froyle, Alton.
Tel & Fax 01420 23212

## HISTORIC MOTOR SPORT ENGINEERING

CLASSIC & HISTORIC RACE CAR PREPARATION FROM F1 TO FORMULA FORD, FULL FABRICATION FACILITIES, RACE CAR HIRE ALSO AVAILABLE.

**TEL: 01892 549042**
**FAX: 01892 513256**
**E-MAIL: h.engineering@btinternet.com**

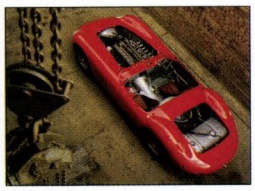



## ALAN STOKES

**PERFORMANCE CAR SPECIALIST**

The Garage, Forty Foot, Ramsey, Huntingdon, Cambs. PE17 1
Tel: 01487 813294 Fax: 01487 814134

*RESTORATION PROJECTS • SERVICING • RACE PREPARATI*



Experienced sta able to look after all your Automotive requirements a competitive pric

*Phone for detail*

AUTOSTORICA

# FOR ALL YOUR CLASSIC RACE, RALLY, &

# www.autostorica.com

AUTOSTORICA

0 2 0 8 9 8 7 5 5 0 0

**Gran Turismo Engineering**



CLASSIC ALFA ROMEO SPECIALISTS FOR ROAD, RACE & RESTORATION
KEW GARDENS, SURREY.
TEL: (0181) 332 7633 MOBILE: 0860 538 437
Secure Storage Available. Viewing by Appointment.
Road & Race Cars for sale.
Stock constantly changing so please phone for details



**CCH** Ferrari Specialists for Service, Restoration & Sales

Professional and personal service guaranteed from a friendly team with over 35 years Ferrari experience.

Contact: Neil (Service) (01442) 832944
Nigel (Sales) (01442) 831250

For anything from a service to a complete restoration and support for special events

Corns & Chiltern-Hunt Engineering Limited Hemel Hempstead Hertfordshire England
Fax: 01442 832747 www.cch-ferrari.com Email: enquiries@cch-ferrari.co.uk



**ROYCE** SERVICE & ENGINEERING

Specialists in Sales & Service of Rolls-Royce & Bentley Cars



*Always a Fine Selection of Chosen Rolls-Royce and Bentleys available for sale*

- Routine Servicing
- Overhauls
- Restoration
- Full Coachwork Facilities
- We offer an efficient personal service to Rolls-Royce and Bentley owners
- Our work is of the highest standard, carried out in our fully equipped workshop.
- Collection and delivery service available.

Royce Service & Engineering,
40 The Street, Ashstead, Surrey
KT21 2AH
Tel 07000 4 ROYCE (76923)
Tel 01372 276546
Fax 01372 277704
Proprietors
Paul Brightman,
Patrick Lloyd-Jacob



HARDY HALL RESTORATIONS

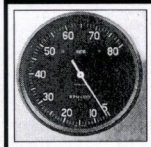
SPECIALIST HISTORIC MOTOR SPORT RESTORATION, PREPARATION & FABRICATION

OVER 15 YEARS EXPERIENCE REBUILDING & PREPARING CARS THAT HAVE WON THOROUGHBRED GRAND PRIX, EUROPEAN HISTORIC F2, BRITISH F3 & HISTORIC SPORTS CAR CHAMPIONSHIPS, FROM VINTAGE SPECIALS TO HISTORIC MULTI-WHEELED F1.



CONTACT
JONATHAN HALL
RIPPLEWOOD MANOR
COLLINGTON
BROMYARD
HEREFORDSHIRE HR7 4NA
TEL 01885 410481
MOBILE 07977 010209

**INSTRUMENTS**



Europe's leading company established in 1967 specialising purely in the restoration and manufacture of classic and vintage vehicle instruments & dashboard fittings.

We can supply original or replica instruments for many classic racing cars; chronometric & magnetic revolution counters & speedometers; pressure, boost & temperature gauges: JAGUAR C/D, FERRARI, BUGATTI, MASERATI etc.

We provide a full restoration service on all instruments and dashboard fittings, including dial printing, plating, calibration etc. Special service for capillary temperature gauges using fittings to correct original 'Smith' and 'British Jaeger' patterns. Send for our leaflet V(MS) stating make & model.



Vintage Restorations
The Old Bakery, Windmill Street, Tunbridge Wells, Kent TN2 4UU.
Telephone: (01892) 525899: Facsimile: 01892 525499
www.mgcars.org.uk/vintage-restorations



TYPECAST (Eng) Limited

ALUMINIUM/C.I. COMPOSITE
BRAKE DRUMS
BESPOKE/REPLICA/BATCH

JOHN HARDY 01530/510011/417375
E-mail: hardwire@electrack.co.uk
Website: www.brakedrum.co.uk

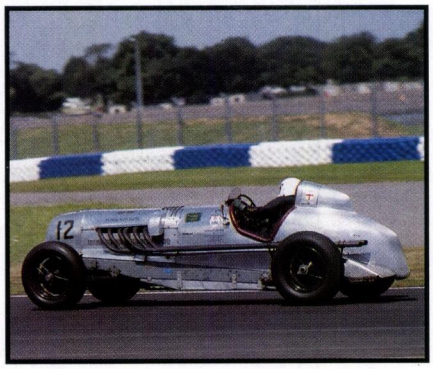
STANTON MOTORSPORTS

STEVEN J ROBERTS
The Workshop
9 Nine Mile Ride
Finchampstead
Berkshire
RG40 4QB

BUSINESS TELEPHONE NO: 01189 - 732088
MOBILE NO: 0860 - 511924

**25 years experience in Vintage and Historic Cars**

General servicing
Competition preparation
Engine building and development
Chassis up rebuilds
Machining – stub axles, splined wheel hubs, half shafts
CNC facilities available
Unleaded petrol conversions



FIENNES ENGINEERING



Vintage vehicle restoration

Derby Bentley and Rolls-Royce Specialists



- All aspects of chassis restoration
- Full engine overhaul
- Electrical rewire and overhaul
- Machining and parts manufacture
- Comprehensive stock of parts for Derby Bentley and Rolls-Royce
- Coachwork repair and restoration
- Rally preparation and performance enhancement

Clanfield Mill, Little Clanfield, Clanfield, Oxon OX18 2RX
Tel: 01367 810438. Fax: 01367 810532.
fiennes@cix.co.uk www.fiennes.co.uk

OAD CAR ACCESSORIES CALL AUTOSTORICA

AUTOSTORICA

# JACKIE STEWART

TRIPLE-CROWNED KING OF SPEED




KARL LUDVIGSEN

Foreword by Chris Amon

# Books that put you in the driving seat

**Jackie Stewart: Triple-Crowned King of Speed** *by Karl Ludvigsen*
Triple World Champion Jackie Stewart's brilliant career is dramatically depicted in this lavishly illustrated, large-format book – a king of speed in Grand Prix, Can-Am and Indy 500 racing, a successful businessman, then in 1997 returning to Formula 1 as a team owner.

***"Ludvigsen paints an evocative picture of a charmed era in racing... This new book will become the standard..."*** *Autoweek.*

***"This is a really good read and with over 200 monochrome and colour photographs a really good book. This is one of those books for which there can be no excuse for not owning a copy."*** *British Racing News*

ISBN: 1 85960 436 6 **£24.99** RRP

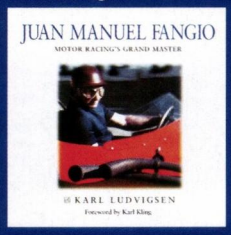
*Other books in this series*

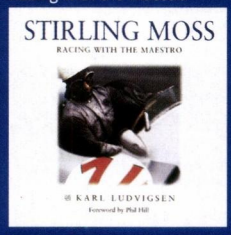
◆**Juan Manuel Fangio:** Motor Racing's Grand Master

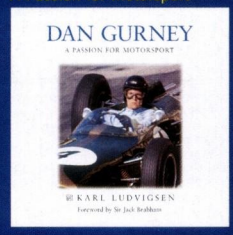
◆**Stirling Moss:** Racing with the Maestro

*Coming soon!*

◆**Dan Gurney:** A Passion for Motorsport




1960 Haynes 2000 THE BOOK

*These books are available from all good bookshops, mail order specialists or direct from the publisher*

**Haynes Publishing** Sparkford, Nr Yeovil, Somerset BA22 7JJ
Telephone: **01963 442030** • Fax: **01963 440001**
E-mail: **sales@haynes-manuals.co.uk**
Web site: **www.haynes.co.uk**

# WHATEVER YOU DRIVE
# WHENEVER YOU DRIVE IT

**Footman James provides top quality cover at competitive premiums for classic, veteran, vintage and historic vehicles, modern cars and motorcycles.**

**Let us select the right policy for all your motoring needs.**



**FOR INDIVIDUAL SERVICE AND COMPLETE PEACE OF MIND**

**CALL US TODAY**

**The Enthusiast's Insurance Broker**

# FOOTMAN JAMES

# TEL. 0121 561 4196

**THE MARKET LEADER**

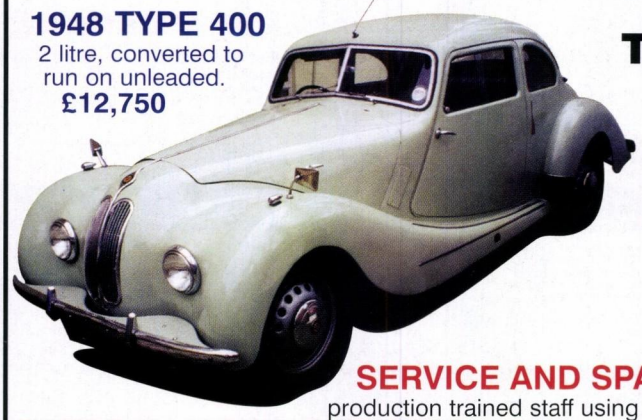
# BRISTOL CARS

**54 YEARS CONTINUOUS MANUFACTURING OF GREAT BRITAIN'S MOST EXCLUSIVE LUXURY CAR**

**NEW The latest 2000 Blenheim 3 on view (introduced November 1999)**

**USED 12 in stock, spanning 50 years from**

**1948 TYPE 400**
2 litre, converted to run on unleaded.
**£12,750**



**TO**




**1998 BLENHEIM 2**
2500 miles, performance upgraded and numerous extras.
**£110,000**

**SERVICE AND SPARES** All work carried out by production trained staff using original drawings, jigs and tools and parts.

**FACTORY MODIFICATIONS** and updates have recently included work on a 1970 era 411. This concours winning car as well as virtually rebuilding it we have fitted a multipoint Bristol built fuel injected engine with overdrive transmission, dual catalysts, high performance handling and limousine comfort with the old 1970's classic look. We are rebuilding and modifying more.

**Head Office and Showrooms:**
**368/370 Kensington High Street, London W14 8NL**
**Tel: 0207 603 5556 www.bristolcars.co.uk Spares: 0208 995 0350**



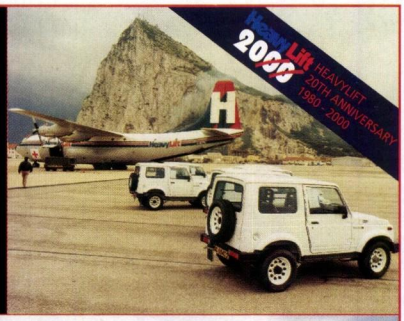
## The car's the star... but HeavyLift wins best support!

Complete vehicles or any of the components to build them . . . Just-in-time, express, overnight or long-term contract with regular flights programmed to fit in with your production schedules . . . HeavyLift-VolgaDnepr has the experience, expertise and capacity to act in any role!

The high quality of HeavyLift's performance and its unrivalled load capability have been proven over many years. In fact, its wide range of aircraft, which includes Airbus A300s, Belfasts, Hercules, Il76, An12 and nine Antonov 124s, enables HeavyLift to carry any kind of air freight, any time and anywhere you need it.

HeavyLift-VolgaDnepr . . . it's a hard act to follow!









HeavyLift-VolgaDnepr Limited
London-Stansted Airport, Tel: 44 (0)1279 680611
e-mail: sales@heavylift.co.uk
North and South America, Tel: (1) 816 753 3337
e-mail: hlausa@aol.com
Far East, Tel: 65 483 0661
e-mail: heavylift_sin@pacific.net.sg
Russia, Ulyanovsk, Tel: 7 (8422) 203 504
e-mail: commerce@voldn.ru

HeavyLift-VolgaDnepr
*The specialist cargo airline*

BEDFORDSHIRE

SPECIALIST CAR STORAGE COMPANY

# TigaStor

Offers a high security, comprehensive storage service.

We are a long established and extremely flexible organisation. We aim to make life easy for anybody who is living or working overseas, or who simply has no space for their car. Our rates are amongst the most competitive. Convenient for Heathrow, Silverstone or London.

DE-HUMIDIFIED STORAGE AVAILABLE

**Tel: 01296 681211 Fax: 01296 681837**

**E-mail tigastor@msn.com www.tigastor.co.uk**

*Details from:* **TigaStor,** **Neales Farm, Cublington, Leighton Buzzard, Beds LU7 0LE**

(Callers strictly by appointment only)

BUCKINGHAMSHIRE

# THE HOTEL FOR FINE AUTOMOBILES

*The Only Choice for the Discerning Owner*

STORACAR

THE · HOTEL · FOR · FINE · AUTOMOBILES · LTD

P.O. Box 374, Newport Pagnell, Buckinghamshire. MK16 8AA
Telephone: +44 (0) 1234 391 206 Facsimile: +44 (0) 1234 391 672
E-mail: storacar@compuserve.com Web Site: info@storacar.co.uk

Comprehensively insured CGU for your security

STORAGE • TRANSPORTATION • RESTORATION & REPAIRS

CAMBRIDGE

## HIGH SECURITY CAR STORAGE

AutoStore

To facilitate ownership of any car not in daily use,
- living, working or holidaying abroad
- restoration projects or investments
- vintage, classic or modern

The AutoStore offers a **secure** and **discreet** service.

- **De-humidified, High Security Storage**
- **Customised Maintenance/Exercise Programmes**
- **Worldwide Collection, Delivery and Shipment**
- **Most Competitive Storage and Insurance Rates**

Collection and delivery with expert 'in-store' attention ensure a worry-free obsence and an immaculate car on your return. Full Brochure and Tariff from:

The AutoStore

PO BOX 833, SAWSTON, CAMBRIDGE, CB2 4UE. Tel: (01223) 872879 Telex: 317210 Fax: (01223) 872983
www.autostore.co.uk
e-mail: autostr@ibm.net

HEREFORDSHIRE

# The Car Sanctuary

Secure storage for all types of vehicle available in the West Midlands. Located at a discreet site in rural Herefordshire with convenient access to the M5. A range of options are available from basic secure storage to a controlled environment facility, embracing MOT testing, servicing, rebuilds, renovation etc. Collection and delivery service available throughout Europe in fully enclosed transporters.

***For more information or a quotation on any of our services please call us on:***

**01885 488049**

HAMPSHIRE

PROFESSIONAL QUALITY CAR STORAGE

Classic Car STORAGE LIMITED

◆Specialised Professional Care◆High Security Storage
◆Customised Maintenance Programmes
◆Collection, Delivery and Shipment
◆Digital Photographic Records
◆Computerised Accounting

Classic Car Storage Ltd. P.O. Box 29, Petersfield, Hampshire GU31 5YH
Telephone: 01730 825 826 Fax: 01730 825 077
Email: info@classiccarstorage.co.uk Web: www.classiccarstorage.co.uk

STORAGE CAPSULES

# AUTOFLOW™

## CAR STORAGE CAPSULES

**The nearest you can get to the CALIFORNIAN Climate is to use AUTOFLOW™**



- For long or short term storage
- Sizes for all cars ex stock
- Best quality materials
- Easy to use
- Very competitive prices from £155 to £395 inclusive
- Free express delivery
- Major credit cards accepted
- Order today

**PHONE 01367 810401 FAX 01367 810576**
**Alpine Eagle. The Mill, Mill Lane, Clanfield, Oxon OX18 2RX**

WEST SUSSEX

**DE-HUMIDIFIED**

## CAR STORAGE

**IN THE SOUTH**

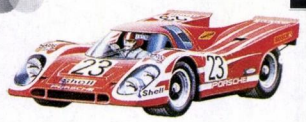
Prestige High Security Indoor Storage with 24 hour surveillance. Only 20 minutes from Gatwick Airport. Short or long term for home or overseas owners. Our rates are the most competitive for fully dehumidified storage. We can collect or deliver by our own covered transporter. Access seven days a week. Write, phone or fax for our illustrated brochure.

# CARLINES

VIOLETS, SLINFOLD, Nr. HORSHAM, WEST SUSSEX, RH13 7RA.
Tel: 01403 790397 or 790503. Fax: 01403 791011. Mobile: 07803 253299.
Email:carlines@clara.net

# Carkits International

101 Kensington Road,
Southend-on-Sea,
Essex SS1 2SY, England
Tel: 01702 615397
Fax: 01702 615397



*RARE PLASTIC CAR KITS AND PERFORMANCE DIECASTS*

| ACADEMY 1/24 KITS | £ |
|---|---|
| MARCH 707 CAN AM | 25.00 |
| FORD CAPRI RS3100 MK.1 | 25.00 |
| **ARII 1/24 1/20 KITS** | |
| LANCIA STRATOS TURBO 'MARLBORO' 1/24 | 32.00 |
| LANCIA STRATOS TURBO 'ALATALIA' 1/24 | 32.00 |
| PORSCHE 935-77 'VAILLANT' 1/24 | 26.00 |
| PORSCHE CARRERA RSR 'MARTINI' 1/20 | 45.00 |
| **BANDAI 1/16 1/20 KITS** | |
| 1966 BRABHAM FORD INDY - 1/16 | 74.00 |
| 1966 LOLA FORD T-90 INDY - 1/16 | 74.00 |
| PORSCHE VW 914 TARGA - 1/20 | 66.00 |
| BMW 2002 TURBO SALOON - 1/20 | 58.00 |
| **DOYUSHUA 1/25 KITS** | |
| B.R.M P160 'MARLBORO'-P.JABOULLE | 32.00 |
| TYRRELL FORD 'ELF' 002 J.STEWART | 34.00 |
| LOTUS 72D 'JPS' #8 E FITTIPALDI | 30.00 |
| 1972 NISSAN SKYLINE 2000 GTX | 32.00 |
| **ENTEX 1/16 1/20 1/25 KITS** | |
| JAGUAR XJS V12 COUPE - 1/16 | 58.00 |
| PORSCHE 924 COUPE - 1/16 | 52.00 |
| LAMBORGHINI SILHOUETTE - 1/20 | 54.00 |
| PORSCHE - VW 914 TARGA - 1/20 | 62.00 |
| LANCIA STRATOS 'ALATALIA' HF - 1/20 | 46.00 |
| TRIUMPH TR7 COUPE - 1/20 | 46.00 |
| MAZDA COSMO COUPE - 1/20 | 46.00 |
| DE TOMASO PANTERA GT - 1/25 | 28.00 |
| **ESCI 1/24 KITS** | |
| FORD ESCORT RS1800 'EATON-YALE' | 34.00 |
| PORSCHE 934 RSR 'JAGERMEISTER' | 36.00 |
| AUDI QUATTRO '81 M. CARLO | 28.00 |
| RENAULT R5 'GITANES' RALLY | 26.00 |
| FIAT ABARTH 131 77-78 M.CARLO | 28.00 |
| MERCEDES BENZ 450SLC 'PARIS-DAKAR' | 25.00 |
| VOLKSWAGEN GOLF GTI '78 RALLY | 26.00 |
| AUDI QUATTRO 1979 COUPE | 22.00 |

| FUJIMI 1/20 1/24 KITS | £ |
|---|---|
| LANCIA STRATOS '76 M CARLO - 1/20 | 46.00 |
| LANCIA STRATOS GR.4 RACE - 1/20 | 48.00 |
| ALPINE A310 V6 '77 T DE CORSE - 1/20 | 32.00 |
| FIAT ABARTH 131 'ALATALIA' 78 - 1/25 | 34.00 |
| MAZDA RX7 SAVANNA RACE - 1/25 | 34.00 |
| 'BLACK DOME ZERO 0 RACE - 1/25 | 30.00 |
| 'BLACK' PORSCHE 935-78 - 1/25 | 30.00 |
| RENAULT A443 ALPINE TURBO - 1/25 | 28.00 |
| **GUNZE SANGYO 1/24 KITS** | |
| DE TOMASO PANTERA GT5 | 26.00 |
| PORSCHE 934/5 TURBO 'VAILLANT' | 26.00 |
| FERRARI 308 GTB 1975 | 26.00 |
| **L.S 1/24 KITS** | |
| LAMBORGHINI P300 URRACO | 28.00 |
| MITSUBISHI GALANT 2000 GSR | 32.00 |

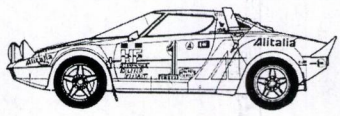
| NICHIMO 1/24 KITS | £ |
|---|---|
| LANCIA STRATOS 'ALATALIA' RALLY | 38.00 |
| TOYOTA 2000 GT COUPE | 32.00 |
| LANCIA STRATOS 'BLACK' HF ROAD | 38.00 |
| ALPINE A310 'GITANES M.CARLO | 34.00 |
| NISSAN SKYLINE 2000 GTR | 30.00 |
| **NITTO 1/20 1/24 KITS** | |
| FERRARI 250/P5 PROTOTYPE - 1/20 | 52.00 |
| LANCIA STRATOS HF 'ALATALIA' - 1/28 | 48.00 |
| BMW 3.0 CSL 'BATMOBILE - 1/20 | 46.00 |
| LIGIER JS-2 'GITANES SPORT - 1/28 | 28.00 |
| MARCH 'PENTAX' 745 - HOSHINO - 1/28 | 26.00 |
| RENAULT ALPINE A442B '78 | 26.00 |
| **OTAKI 1/24 KITS** | |
| MASERATI BORA WITH LIGHTS | 32.00 |
| DATSUN 240ZG STREET/SURF | 32.00 |

| MPC (SLOT CARS) MINT 1/24 | £ |
|---|---|
| 1959 CORVETTE ROADSTER (WHITE) | 185.00 |
| 1955 LANCIA FERRARI D50 (RED) | 105.00 |
| **LIONEL (SLOT CARS) MINT 1/32** | |
| 1956 BRM F1 IN GREEN | 28.00 |
| 1960 COOPER F1 IN YELLOW | 28.00 |
| **BURAGO 1/24 DIECAST** | |
| FORD CAPRI GR.5 'NIGRIN' WHINKELHOCK | 48.00 |
| RENAULT 5 TURBO 'ELF' RALLY | 46.00 |
| OPEL KADETT GTE RALLY 'HANDLER TEAM' | 46.00 |
| FIAT ABARTH 124 SPORTS 'OLIO' | 44.00 |
| DATSUN 280Z 'E. AFRICAN' RALLY | 44.00 |
| LANCIA 037 'PIONEER' J. ANDRUET | 44.00 |
| MERCEDES 280E ' LONDON/SYDNEY' RALLY | 42.00 |
| FORD ESCORT RS1800 GRP.2 | 34.00 |
| TOYOTA CELICA GRP 5 'RODENSTOCK' | 42.00 |
| MATRA SIMCA BAGHERRA SPORT | 40.00 |
| MAZDA SAVANNA RX7 'DINERS' | 38.00 |
| ALFA ROMEO ALFETTA GT COUPE | 38.00 |
| AUDI QUATTRO 'MULLER' RALLY | 34.00 |
| **POLISTIL 1/24 1/25 DIECAST** | |
| LANCIA FULVIA HF 'M.CARLO' | 46.00 |
| ROVER SDI 2600 'ROLS OIL' #67 | 42.00 |
| ALFA ROMEO GTV 'GUIDA TV' | 34.00 |
| FIAT 128 ABARTH 'E.AFRICAN' | 46.00 |
| PORSCHE CARRERA 'KENYA' RALLY | 40.00 |
| FORD SIERRA XR28I 'GWYNEDD' RLY | 38.00 |
| LANCIA 037 'TOTIP' 84 M.CARLO | 36.00 |
| LANCIA 037 'MARTINI' 84 M.CARLO | 36.00 |
| TOYOTA CELICA MK.2 'TEAM' | 32.00 |
| **SOLIDO 1/43 DIECAST** | |
| FIAT X-19 SPORTS | 28.00 |
| MATRA 670 LONGUE 72 LE MANS | 36.00 |
| FERRARI 312P #18 LE MANS | 36.00 |
| FIAT ABARTH 124 SPORTS 'OLIO' | 44.00 |
| OPEL MANTA 1900 SR | 28.00 |
| PORSCHE 917/10 'BOSCH' '73 | 35.00 |

LE MANS ★ THE MOVIE ★ S. McQUEEN ★ COLOUR PRINT.
Original full colour 22" x 17" as distributed in USA in 1971.
£26.50 inc post

| MARUI 1/24 KITS | |
|---|---|
| TOYOTA CELICA GR.5 'RODENSTOCK' | 32.00 |
| LANCIA STRATOS 'TURBO' ALATALIA' | 32.00 |
| **MITSUWA 1/28 KITS** | |
| PORSCHE 917K- R. ATTWOOD 1970 | 26.00 |
| LOLA T-70 COUPE-M.DONAHUE | 26.00 |
| FERRARI 312 COUPE-D.PIPER '70 | 26.00 |
| ALFA ROMEO TT312 ANDRETTI '74 | 25.00 |
| **PYRO/LINDBERG 1/24 KITS** | |
| TRIUMPH GT-6 MK 1 COUPE | 35.00 |
| **MONOGRAM 1/24 KITS** | |
| PORSCHE 904 GTS INC SLOT PARTS | 38.00 |
| TRIUMPH TR7 WEDGE COUPE | 26.00 |
| FORD CAPRI 2.0 'S' MIDNIGHT | 26.00 |
| PORSCHE CARREA RSR 'G.L00S' | 24.00 |
| LOTUS ESPRIT S3 SPORT 300 | 20.00 |

| OTAKI 1/16 KITS | |
|---|---|
| 1972 NISSAN SKYLINE 2000 GT | 76.00 |
| **TAMIYA 1/20 1/24** | |
| FIAT ABARTH 131 'ALATALIA' - 1/20 | 40.00 |
| RENAULT 5 TURBO '81 M.CARLO - 1/24 | 28.00 |
| VOLKSWAGEN GOLF GRP2' KAMEI - 1/24 | 28.00 |
| TOYOTA CELICA II 'LONG BEACH' - 1/24 | 28.00 |
| DATSUN 280ZT 'PACE CAR' - 1/24 | 28.00 |
| **BANDAI 1/20 TINPLATE (MINT BOXED)** | |
| LOTUS ELITE CLIMAX | 74.00 |
| **SHINSEI 1/16 REMOTE CONTROL** | |
| LANCIA STRATOS HF 'PIRELLI' | 145.00 |
| **PROCISION 1/16 1/20 REMOTE CONTROL** | |
| MASERATI BORA RACE - 1/16 | 98.00 |
| BMW 3.5 CSL BATMOBILE - 1/16 | 98.00 |
| MAZDA RX7 SAVANNA - 1/20 | 64.00 |





**WORLD'S LARGEST CARKIT SPECIALISTS**

1,000s OF OTHER KITS AVAILABLE IN OUR 44-PAGE CATALOGUE — SEND £2.75. SUBSCRIPTION AVAILABLE P&P AT COST. OVERSEAS POSTAGE CHARGED AT COST. ALL EUROPEAN ORDERS PLUS 17.5% VAT.



GPI OPGEAR
Email: f1@topgear.org • www.topgear.org

# GRAND PRIX TOP GEAR

*#1 for F1 Collectors Items*

GPI OPGEAR
Email: f1@topgear.org • www.topgear.org



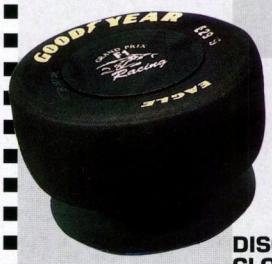


## F1 SHOWCARS FOR SALE

**Current Stock**
WILLS/WINFIELD, ROTHMANS
WILLS 94, DANKA ARROWS



**GRAND PRIX COFFEE TABLES**







**100's SIGNED PHOTOS**





**ORIGINAL RACE HELMETS**

**ORIGINAL TEAMWEAR**
**HELMETS, SUITS, GLOVES**

**DISC BRAKE CLOCKS**



**DRIVER SIGNED UNUSUAL ITEMS**





## GRAND PRIX TOP GEAR

3 Mill End, Standon, Herts SG11 1LR

***We are the leading specialists in F1 original items. Our experience means prices are realistic, items are authentic and carry our certification.***

**BROCHURE REQUEST LINE 0897 161155**
(Calls cost £1.50 per min – av. call 1 min)

**TEL: 07000 553 949 FAX: 07000 727 929**

# MORGAN

## SPORTING EVENTS CALENDAR

**29 Febuary 2000**
The new Areo 8 Millenium Morgan
is unveiled in Geneva

**1 April 2000 10am - 4pm**
Libra Motive Open Day
The Morgan Specialist
2-10 Carlisle Road
Colindale, London NW9 0HN
Tel: 0181 205 4488
Fax: 0181 205 2233
www.libramotive.com

**23 April 2000**
Morgan Motor Company Challenge
JCC - Snetterton

**30 April 2000**
Morgan SCC
National Speed Championship
Olivers Mount - Hillclimb

**7 May 2000 11.30am onwards**
Rutt 2000
Melvyn Rutter Limited
The Morgan Garage
Little Hallingsbury,
Nr Bishops Stortford
Herts CM22 7RA
Tel: 01279 725 725
Fax: 01279 726 901
www.rutter.clara.net

**7 May 2000**
The Morgan Motor Company Challenge
MGCC - Brands Hatch

**14 May 2000**
Morgan SCC
National Speed Championship 2000
Harewood - Sprint

**27 May 2000**
Morgan SCC
National Speed Championship
MIRA - Sprint

**3 - 4 June 2000**
Morgan SCC
National Speed Championship
Prescott - Hillclimb

**4 June 2000**
The Morgan Motor Company Challenge
750 MC Mallory Park

**8 - 10 June 2000**
Brands Hatch Morgans at the
South of England Show, Ardingly, West Sussex
The fabulous new Morgan
Aero 8 will be on display

**17 June 2000**
Morgan SCC
National Speed Championship
Barbon Manor - Hillclimb

**25 June 2000**
Joint sponsors Four Elms Morgan
Hillclimb at Porlock

**25 June 2000**
Morgan SCC
National Speed Championship
Porlock - Hillclimb

**25 June 2000**
MSCC Autotest at Aldershot
(organised by the Thames Valley Centre MSCC)

**1 July 2000**
The Morgan Motor Company Challenge
BRSCC - Castle Combe

**1 July 2000**
Morgan SCC
National Speed Championship 2000
Aintree Circuit - Sprint

**15 July 2000**
The Morgan Motor Company
750MC - Silverstone

**16 July 2000**
Duggie's F H Douglas
Uxbridge Auto Show
Tel: 0181 567 0570
Fax: 0181 840 8132

**22 July 2000**
Morgan SCC
National Speed Championship
Loton Park - Hillclimb

**5 August 2000**
Morgan SCC
National Speed Championship
Goodwood - Sprint

**6 August 2000**
The Morgan Motor Company Challenge
AMOC - Snetterton

**13 August 2000**
Morgan SCC
National Speed Championship
3 Sisters - Sprint

**19 August 2000**
Morgan SCC
National Speed Championship
Lydden Hill (Club Sprint) - Sprint

**19-20 August 2000**
Lydden and MOG 2000 Annual
Morgan Event- Races for Morgans

**27 August 2000**
Morgan SCC
National Speed Trial 2000
Harewood - Hillclimb

**2 September 2000**
The Morgan Motor Company Challenge
BDC - Silverstone

**3 September 2000**
The Four Elms
Burnham-on-Sea M C Ltd
Scenic Run with lunchtime halt
at the Thornfalcon Picnic

**10 September 2000**
Morgan SCC
National Speed Championship 2000
Curborough - Sprint

**16 September 2000**
Morgan SCC
National Speed Championship
Wiscombe Park - Hillclimb

**23 - 24 September 2000**
Morgan SCC
National Speed Championship
Shelsley Walsh - Hillclimb

**1 October 2000**
The Morgan Motor Company Challenge
AMOC - Donington Park

**21 October 2000**
Morgan SCC
National Speed Championship
Castle Combe - Sprint




**BLACK PHEY LTD.**
Morgan Restorations

Vic Champness, Black Phey Ltd.
Raleigh Cottage, Takeley St
Nr. Bishop's Stortford, Herts
CM22 6QS
Phone & Fax 01279 870698

# Techniques
Established 1988

**RADLETT**
R/O Porter Brothers Garage
Station Road,
Radlett,
Herts WD7 8JX
**Tel: 01923 853600**
**Fax: 01923 853343**

**ODSEY**
Odsey Service Station
A505 Royston Road, Odsey,
Nr Baldock,
Herts SG7 6SB
**Tel: 01462 743002**
**Fax: 01462 483943**

*Mike Duncan*
*at Hartlebury Garage*
*The Midland Morgan Agents.*
Hartlebury Garage
Old Worcester Road
Hartlebury, Worcestershire
DY11 7XH
01299 250025

RW
**RACING SERVICES**
+4 TR Engine Morgans a Speciality
Competition Car Preparation
Restoration & Repair
General Servicing

Redgate Workshop,
College Farm, Evenley, Nr. Brackley,
Northamptonshire NN13 5SD

Tel. 01280 840799 Fax. 01280 840899
Mobile 0370 764465
Email. r-w.racing@virgin.net

## Morgan Sports Car Club
Old Ford Lodge
Ogston, Higham
Derbyshire, DE55 6EL
Tel: 01773 830281
Fax: 01773 521816

**PETER BEST INSURANCE SERVICES**
Tel: 01621 840400
Fax: 01621 841401

## F. H. Douglass
M.CORAM
1a South Ealing Road
Ealing London W5 4QT
Telephone: 0181 567 0570
Fax: 0181 840 8132

Melvyn Rutter Limited
Est. 1976
The Morgan Garage
Little Hallingbury
Nr. Bishops Stortford
Herts CM22 7RA
England

## CLIFFSEA CARS
Sutton Road, Southend on Sea
Essex, SS2 5PX
Tel: 01702 602042 & 0802 252005

**LIBRA MOTIVE**
The *Morgan* Specialists
2-10 Carlisle Road
Colindale, London NW9 OHN
Tel: 0181 205 448
Fax: 0181 205 2233
www.libramotive.com
LONDON'S LEADING MORGAN AGENT

*Lifes Motors Ltd.*
Morgan Agents since 1926 the oldest in the world
West Street
Southport, PR8 1QN
Tel: 01704 531375
Fax:01704 531126

**PARKER OF STEPS**
HAYSTON GARAGE
38 GLASGOW ROAD
KIRKINTILLOCH, GLASGOW G66 1BJ
TEL: 0141 7761708 FAX: 0141 7750255

## I&J Macdonald Ltd.
EST 1966
Howden Works
Lanchester, Durham, DH7 OQR
Tel: 01207 520916
Fax: 01207 529860

*Four Elms Morgan*
The Elms, Little Ireland
Wedmore, Somerset, BS28 4BJ
Tel: 01934 712974 Fax: 01934 713851
www.fourelms.com
For all your Morgan needs in the South West

PERRANWELL MORGAN GARAGE
Perranwell Morgan Garage
Perranwell Station, TRURO
Cornwall TR3 7PT
Tel & Fax: 01872 863037

BRANDS HATCH Morgans
Brands Hatch Morgan Ltd
Borough Green Garage, Maidstone Road
Borough Green, Kent TN15 8HA
Tel: 01732 882017 Fax: 01732 886387
www.bhm.uk.com
The Morgan Agents for South East England

# BRITISH GRAND PRIX

**EASTER WEEKEND - 22nd 23rd & 24th April**

## SUPERB PRIVATE HEATED SUITE

**(Warm Welcome on a Chilly April Day!)**

**within the**

## BROOKLANDS COMPLEX

## SPECTACULAR VIEWS

**of**

**Bridge, Luffield, Brooklands, and Woodcote all from our 2nd floor balcony**

**Excellent Luncheon Complimentary Bar**
**Pit Lane Walkabouts Reserved Car Parking**
**Helicopter Flights**

**and BOOK NOW for ALL other Events**

## BRITISH TOURING CAR CHAMPIONSHIP
## FIA/GT Meeting - COYS FESTIVAL
## Vintage & Club Events

**Further information Tel: 01234 871499**
**Email: hazelhardy@lineone.net**

SCS
sports & classic solutions



# EDENBRIDGE MOTOR GROUP



**1935 AUSTIN 10 COLWYN CABRIOLET.** Concours condition.....**£8,250**



**1981 CRAYFORD METRO CONVERTIBLE.** One of only two built.....**£2,250**



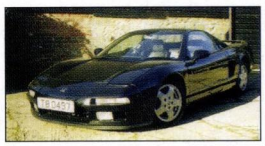
**1976 HONDA CIVIC.** Good original condition chassis no. 00003. Originally used by Honda for press photos etc. Possibly oldest Civic outside Japan..... .....**£1,750**



**1959 MINI CONVERTIBLE.** "Crayfords very first car" and possibly first convertible in the world. Totally restored..... **£8,995**



**1967 HONDA S800 CONVERTIBLE.** Only needs paintwork.....**£4,950**



**HONDA NSX AUTOMATICS CHOICE OF 2**
**1990** black, low mileage 1991 ..... .....**£28,950**
**1995** dark blue Targa only 2,000 miles, as new.....**£44,500**

**ALL HAVE CURRENT MOT'S. PART EXCHANGE WELCOME**

**CONTACT: PETER BRIGGS, EDENBRIDGE, KENT**
**TEL: 01732 862167 FAX: 01732 865443**



# Blackhawk COLLECTION



*1936 BENTLEY 4-1/4 GURNEY NUTTING AIRLINE SALOON*



*1947 ALFA ROMEO 6C 2500SS PININ FARINA ROADSTER*

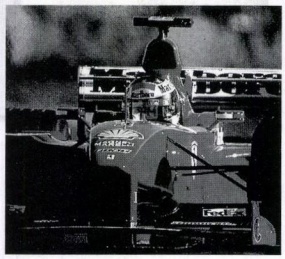
**Partial Listing of Cars in Inventory**

- 1937 **Adler** Rennlimousine Competition Coupe
- 1955 **Alfa Romeo** 1900SS Zagato Race Car
- 1957 **BMW** 507 Roadster
- 1936 **Bugatti** Type 57S/C Corsica Tourer
- 1930 **Cadillac** V-8 Hibbard & Darrin Town Car
- 1935 **Cadillac** V-12 Fleetwood Aerodynamic Coupe
- 1928 **Chrysler** Series 80 Tourlette
- 1929 **Cord** L-29 Cabriolet
- 1939 **Delage** D8 Franay Sedanca
- 1949 **Delahaye** 135M Pourtout Cabriolet
- 1932 **Duesenberg** J Judkins Coupe
- 1934 **Duesenberg** J Rollston Sport Sedan
- 1935 **Hispano-Suiza** K6 Fernandez & Darrin Convertible
- 1924 **Isotta Fraschini** Tipo 8A Sala Phaeton
- 1939 **Lancia** Astura Ministeriale
- 1957 **Mercedes Benz** 300SL Roadster
- 1930 **Packard** 745 All Weather Phaeton
- 1955 **Pegaso** Tipo Z-102B Saoutchik Coupe
- 1931 **Rolls Royce** Phantom II Henley Roadster
- 1934 **Rolls Royce** Phantom II Freestone & Webb Drophead

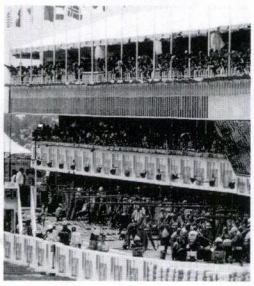
BLACKHAWK COLLECTION • 1092 Eagles Nest Place, Danville, California 94506 USA
**Telephone: (925) 736-3444 • Facsimile (925) 736-4375**
**Viewing by appointment only**

# Exclusive Hospitality

- Formula 1 Grand Prix
- Coys Historic Festival
- FIA Historics & GT's
- Formula 3 & Privilege GT's
- National Saloons
- British Touring Cars
- HSCC & VSCC
- Test Days & Factory Visits



- VIP Hospitality Pass & Privilege Entrance Ticket
- Buffet Luncheon & Refreshments in suite
- Reserved Infield Car Parking
- Complimentary Bar & refreshments all day



- Silverstone
- Barcelona
- Monza
- Donington Park
- Brands Hatch

Enjoy all the action from our luxurious Pit Lane Hospitality Suites - individual packages or exclusive suite hire for groups.

**jdc** *promotions*

Orchard Lawn,
Battledown Approach,
Cheltenham GL52 6QZ

**Tel: 01242-243574**
email: info@jdcpromotions.co.uk

## WHITLEY TAYLOR CLASSICS LIMITED

SUPERB MODELS FROM CMC

1952 Mercedes 300 SL
Scale 1:24
£112+P&P



1956/7 Mercedes 300 SLS
Scale 1:24 £79.99+P&P

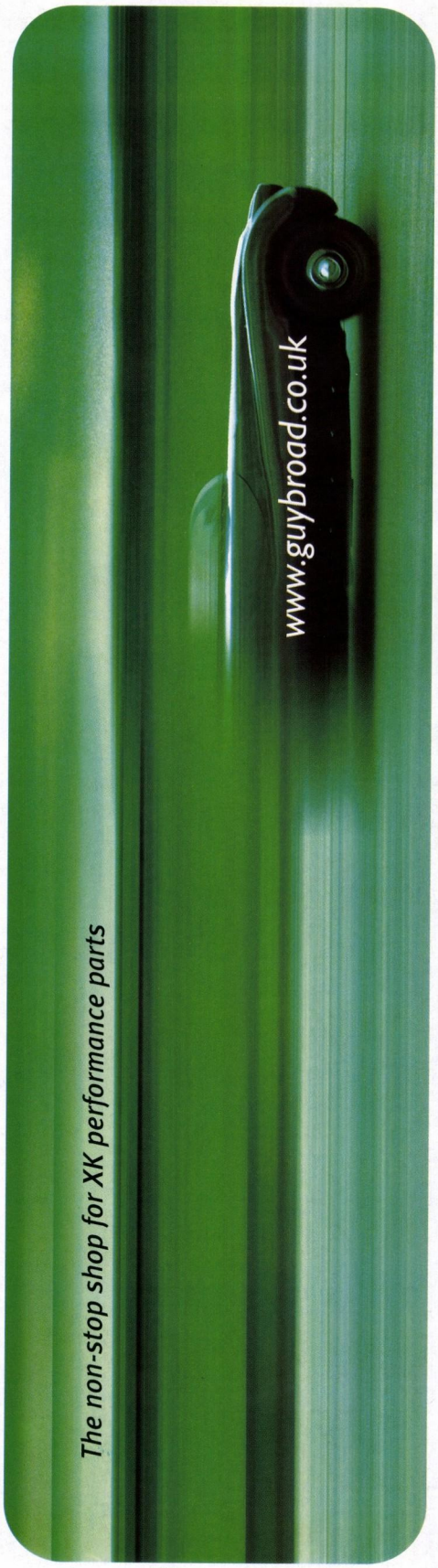


1954 Mercedes W196
Scale 1:18 £60+P&P



We also supply
EXOTO,
KYOSHO,
UT,
MAISTO, etc.

21, Moorhead Terrace, Shipley,
West Yorkshire BD18 4LB
www.diecastmodelcars.co.uk
Tel. 01274 598834
Fax. 01274 598253
e-mail: ET1756@aol.com



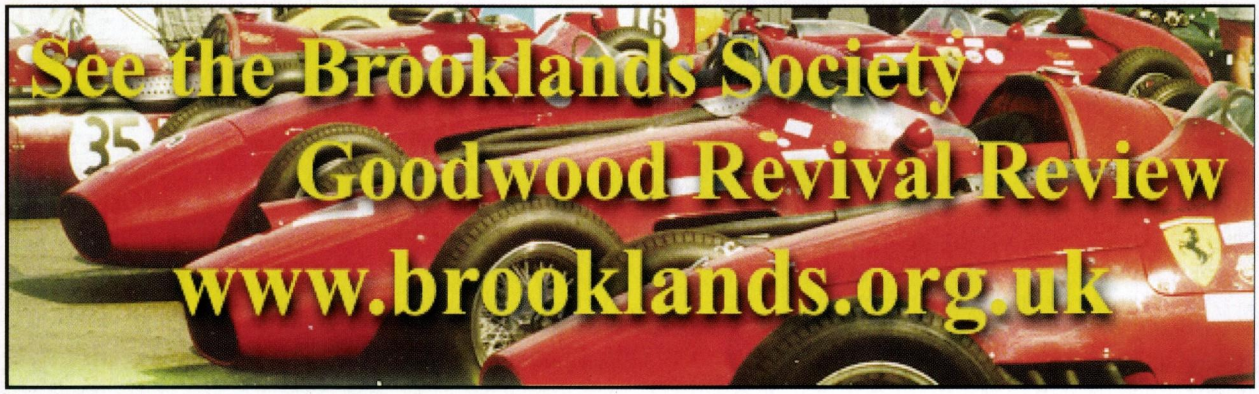

BROAD SPORT

GUY BROAD

*Home of the world's fastest XK*

Broadacres, Wall Hill Road, Corley, Coventry CV7 8AD Tel: 01676 541980 Fax: 01676 542427

0208987500



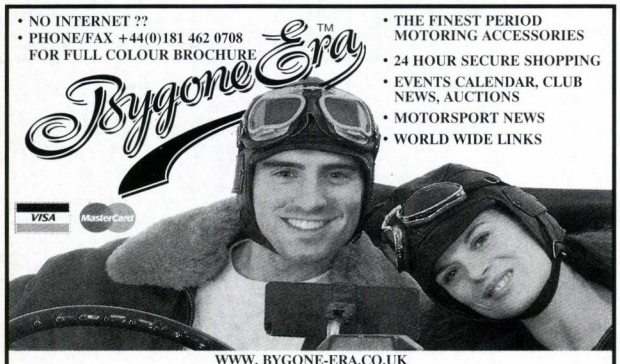

Vintage Online?
For all your Historic Race Rally & Road Car Equipment



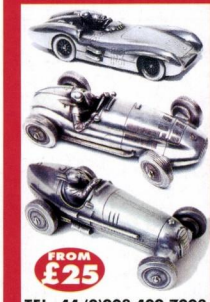
WWW.AUTOSTORICA.COM

racecar
We build websites for companies like yours!
at www.racecar.co.uk
Telephone +44 (0) 1483 203781 Fax +44 (0) 1483 203261

• NO INTERNET ??
• PHONE/FAX +44(0)181 462 0708 FOR FULL COLOUR BROCHURE
Bygone Era™
• THE FINEST PERIOD MOTORING ACCESSORIES
• 24 HOUR SECURE SHOPPING
• EVENTS CALENDAR, CLUB NEWS, AUCTIONS
• MOTORSPORT NEWS
• WORLD WIDE LINKS



WWW. BYGONE-ERA.CO.UK
'your friends on the web'

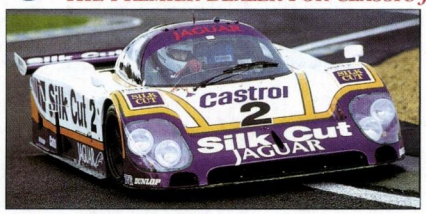


COMPULSION
AUTO-ART SCULPTURE
Our vintage racing cars are not models, but sculptures, beautifully cast and hand finished in polished pewter. These works of art reflect the motor racing heritage of top Marques, such as Mercedes Benz, Auto Union Jaguar and Aston Martin.
COLOUR CATALOGUE OF STOCK DESIGNS + QUICK CUSTOM SERVICE
MAJOR CREDIT CARDS
24 HOUR E-COMMERCE
FROM £25
TEL +44 (0)208 402 7003



FAX +44(0)208 402 3746
www.compulsion.net

J.D Classics®
THE PREMIER DEALER FOR CLASSIC JAGUARS




SALES, SERVICE, RESTORATION + RACING SERVICES
www.jdclassics.co.uk
Email: j.d.classics@virgin.net

CLASSIC RACE CARS FOR SALE



www.classicracingcars.com

Silver Arrows Automobiles
Classic Mercedes Dealers
Tel: 0181-789 8525
Fax: 0181-789 7205
www.silverarrows.co.uk

FOR ALL YOUR CLASSIC RACE, RALLY, & ROAD CAR ACCESSORIES
VISIT www.autostorica.com

# Wire Wheels

MWS

*Renowned Worldwide*
*Veteran, Vintage & Classic Wire Wheels*
*MWS Repair Co. established in 1927*

- Classic wire wheels manufactured and tested to current exacting standards, ensuring Quality, Strength and reliability...
- Chromed with Stainless Steel spokes and nipples or paint finishes...
- Classic wheel & tyre insurance...
- Classic, Vintage & Veteran tyres fitted and balanced...
- Knock-on caps & hubs...
- Up to 3 years warranty...




Motor Wheel Service International Ltd.
MWS House Elder Way Langley Business Park Berkshire SL3 6EP England
Tel: +44 (0)1753 549360 Fax: +44 (0)1753 547170
E-mail: info@mwsint.com Web site: http://www.mwsint.com



# Racing, Rallying, Off-road, and much more.....

## *A NEW MONTHLY MOTORSPORT VIDEO*

**Each issue at approximately 60 minutes long will become a valuable addition to your motorsport video collection. Featuring interviews, in-car camera action, a behind the scenes look at top motorsport companies, plus a special "Star of the Month" feature- just send us your details (plus any suitable footage) and you could be in the next issue.**

Order your 1st preview issue now for just £5.99 inc.p+p
We will then send you, along with your video, a special order form to enable you to take out a full years subscription at a special discounted price.



Club AMG Video Productions Motorsport Monthly



If you want your team / event / company featured in a future edition then give us a ring or send us your details.

VISA DELTA MasterCard E

Preview edition due for release March 2000
Issue 1 due for release April 2000

**24 Brookdale Avenue, Marple, Cheshire, SK6 7HP**
**Tel/Fax: 0161 612 2370, E-mail: Info@amg-video.co.uk**
**www.amg-video.co.uk**

*We have the right to change publication date without prior notice, and/or delay/omit any issue due to unforseen circumstances- we will however extend any subscription to fulfill the issues purchased.*





# Mill House Books

Mike, Sarah and John of MILL HOUSE BOOKS offer a unique personal service. Books are double wrapped for added protection. Orders are despatched promptly (subject to availability) but allow seven days for UK delivery. Our post & packing charge for UK customers is only £3.60 for orders up to £50 and FREE over £50 (overseas rates below)
Space does not permit us to list all of our books. Telephone, fax, write or E-Mail for your FREE catalogue

## RACING

AUTOCOURSE 50 YEARS OF WORLD CHAMPIONSHIP GRAND PRIX MOTOR RACING (Henry). 336 pages, over 280 photos offering definitive history. Due April.....£40.00
THE MOTOR RACING ART OF NICHOLAS WATTS (Watts). 160 extra-large pages, 153 illustrations and photos celebrating the work of the English artist.....£79.99
HITLER'S GRANDS PRIX IN ENGLAND: Donington 1937 & 1938 (Hilton). 224 pages, 75 photos.....£19.99
CLASSIC GRAND PRIX CARS: The Front-Engined Formula 1 Era 1906-1960 (Ludvigsen). 224 pages on technical evolution. Due April.....£19.99
RACING THE SILVER ARROWS: Mercedes-Benz v Auto Union 1934-1939 (Nixon). Re-issue.....£39.95
RIVALS: The Lancia D50 & Mercedes-Benz W196 (Nixon). 200 large pages on 1950s GP cars with special colour cutaway drawings..£39.95
CHASING THE TITLE: Memorable Moments From Fifty Years Of Formula 1 (Roebuck). 288-page book from Autosport's Grand Prix Editor, an entertaining read.....£19.99
THE POWER GAME: 50 Years Of Formula 1 (Rendall). 256 pages on the public and private faces of F1 over half a century.....£20.00
WORLD MOTOR RACING CIRCUITS (Higham & Jones). Well-illustrated title.....£20.00
MILLE MIGLIA RACE: The Postwar Years. 160 pages full of articles written by the top journalists and published in Motor Sport, The Autocar and The Motor. Many colour and b/w photos.....£20.00
THE CARRERA PANAMERICANA 'MEXICO'. Reprints of race reports.....£16.95
BOREHAM: A History Of The Motor Racing Circuit (Jones & Frankland). 144 pages.....£12.95
THE GLORY OF GOODWOOD: The Spiritual Home Of British Motor Racing (Lawrence, Taylor & Nye). 288 large pages, including many colour photos.....£30.00
THE DUNDROD TT RACES 1950-1955 (Moore). 32-page booklet..£4.50
THE IRISH GORDON BENNETT RACE 1903 (Montgomery). 32-page booklet.....£4.50
CAN-AM CARS 1966-1974 (McKinney). Well-illustrated 112-page history.....£15.99
CAN-AM PHOTO HISTORY (Lycns). 192 pages, 250 b/w and 24 colour photos covering 1966-1974 Can Am races.....£24.99
PRO SPORTS CAR RACING IN AMERICA 1958-1974 (Friedman). 196 pages, 350 b/w and 50 colour photos.....£27.99
INDIANAPOLIS ROADSTERS 1952-1964 (Scalzo). 192 large pages, 150 b/w and 50 colour photos.....£27.99

TIME AND TWO SEATS: Five Decades Of Long-Distance Racing, The World Sports Car, Grand Touring & Manufacturers Championships (Wimpffen). The long-awaited complete reference and history of the world sports car championships from 1953 to 1998. Two volumes totalling 2304 pages with more than 600 photos by top-class photographers - wow!.....£129.99

THE SPEED MERCHANTS: A Journey Through The World Of Motor Racing 1969-1972 (Keyser). Enlarged edition of classic American motor racing book. 312 pages, 368 b/w and 160 colour photos.£39.99
A FRENCH KISS WITH DEATH: Steve McQueen & The Making Of Le Mans (Keyser). 464 pages, 855 photos.....£39.99
MODENA RACING MEMORIES: Italian Sports Car & Grand Prix Racing 1957-1963 (Gauld). 160 pages, 125 b/w and 50 colour photos...£24.99
GRAND PRIX WHO'S WHO (Small). Third edition of a statistical guide to every driver who has competed in a Grand Prix 1950-1999. 624 pages.....£19.99
50 YEARS OF BRITISH GRAND PRIX DRIVERS (Scherer). 240 pages on 137 British drivers who have started a GP between 1950-1999..£25.00
AYRTON SENNA: As Time Goes By (Hilton). 224 pages on the life of Senna and the aftermath of his death.....£19.99
THE PRINCE & I (Princess Ceril Birabongse). New softbound edition of authors recollections of life with Prince Bira. 224 pages.....£9.99
JACKIE STEWART: Triple-Crowned King Of Speed (Ludvigsen). 208 pages.....£24.99
Limited edition of above signed by Jackie Stewart.....£100.00
STIRLING MOSS: Racing With The Maestro (Ludvigsen). Foreword by Phil Hill. Lavishly-illustrated large-format book.....£24.99
STIRLING MOSS: My Cars, My Career (Moss & Nye). Re-issue of 304-page book.....£25.00
JUAN MANUEL FANGIO: Motor Racing's Grand Master (Ludvigsen). 208 pages.....£24.99
ROSEMEYER: A New Biography (Beinhorn-Rosemeyer & Nixon). Hardbound edition reprinted, signed by Chris Nixon, 191 pages.....£24.99
JIM CLARK (Dymock). 256-page biography with 250 photos.....£24.99
ALL ARMS & ELBOWS (Innes Ireland). New edition.....£19.95
MON AMI MATE: The Bright Brief Lives Of Mike Hawthorn And Peter Collins (Nixon). 377 pages, 250 photos. Now re-issued.....£55.00
ARCHIE AND THE LISTERS: The Heroic Story Of Archie Scott-Brown And The Marque He Made Famous (Edwards).....£17.99
ROB WALKER (Cooper-Evans). Re-issue of 272-page biography.£40.00
BOXKITE TO JET: The Remarkable Career Of Frank B. Halford (Taylor). 221-page story of the remarkable engineer and Brooklands racing driver.....£15.99
BRABHAM + RALT + HONDA: The Ron Tauranac Story (Lawrence). 256 pages.....£16.99
AUTO UNION ALBUM 1934-1939 (Nixon). 272 pages, over 280 illustrations.....£39.95
CHAPARRAL: CanAm & Prototype Race Cars (Friedman). 208-page photographic history, 350 b/w and 50 colour photos.....£24.95
COOPER CARS (Nye). Fourth edition, 400 pages.....£30.00
COOPER (Lawrence). 160 pages with 200 b/w photos, a pictorial story covering F1, F2, F3, Minis, etc.....£10.99
FERRARI 1947-1997: The Official Book (Cancellieri). 408 pages. Re-issue.....£50.00
FERRARI 166 To F50LM: The Racing Berlinettas (Renwick & Starkey). Thorough history.....£59.99
LOTUS 49: The Story Of A Legend (Oliver). 256 pages. Standard Gold Leaf' edition of complete history of this classic F1 car.....£40.00
MASERATI DAYS (Cancellieri). Beautiful large-format 158-page book with 158 b/w and 5 colour photos of Maseratis in competition. Limited to 1500 copies.....£99.50
A MORGAN CALLED RED: Brooklands To Laguna Seca (Ayers). Racing history of a three-wheeler. 95 pages.....£19.99
PORSCHE 917: The Winning Formula (Morgan). 208 pages...£25.00
STANGUELLINI: Il 'Mago' dei Motori (Candini & Manicardi). 190-page story of small Italian racing car manufacturer. Italian text.....£12.95

## RALLYING

TWICE LUCKY: My Life In Motor Sport (Stuart Turner). Rally co-driver, jounalist, team manager and competitions chief story. 224 pages, 70 photos.....£17.99
SIDEWAYS TO VICTORY (Clark & Robson). 256-page biography of the late Roger Clark MBE. Now reprinted.....£14.99
WORKS RALLY MECHANIC: Tales Of BMC/BL Works Rally Department 1955-1979 (Moylan). 160 pages.....£19.99

## AMAZING SALE BARGAINS

BROOKLANDS GIANTS (Boddy). 160 pages, 100 b/w photos on an exciting breed of monster racing cars which raced at Brooklands between 1907 and 1939. Was £19.99.....£14.99
TT PIONEERS (Kelly). The story of the car TT races held in the Isle of Man between 1904 and 1922. 172 pages. Was £15.99.....£9.99
NIGEL MANSELL: The Complete Pictorial Record (Sutton). Photographic tribute. Was £18.99.....£2.99
LIFE AT THE LIMIT: Triumph & Tragedy In Formula 1 (Professor Sid Watkins). 256 pages, hardbound edition. Was £16.99.....£6.99
TAZIO NUVOLARI (Zagari). 246 extra-large pages with hundreds of b/w photos. Was £99.50.....£79.99
REG PARNELL: The Quiet Man Who Helped To Engineer Britain's Post-War Motor Racing Revolution (Gauld). 208 pages on works driver from BRM and Aston Martin. Was £18.99.....£6.99
HUSCHKE VON HANSTEIN: The Racing Baron (Aichele). This 286-page biography includes hundreds of photos. Promotional price.....£9.99
GRAND PRIX: The Legendary Years (Louis Stanley). Recollections of the characters who were part of the scene in the 'Golden Years.' 248 pages. Was £25.....£6.99
F1 50: Fifty Glorious Years (Tremayne). 200 pages, many colour and b/w photos. Was £4.99.....£1.99
MOTOR RACING THROUGH THE FIFTIES (Lewis). 152 pages, many b/w photos. WAs £17.95.....£5.99
THE FRENCH SPORTS CAR REVOLUTION: Bugatti, Delage, Delahaye & Talbot In Competition 1934-1939 (Blight). 560 pages, 156 illustrations. Was £95.00.....£49.99
GRAND PRIX DE MONACO (Schlegelmilch & Lehbrink). Extra-large format photographic book. 460 pages. Promotional price.....£19.99
WORKS WONDERS: Rallying & Racing With BMC, Rootes & Chrysler (Chambers). 288 pages by competition manager. Was £16.99..£9.99
ALFA ROMEO DISCO VOLANTE (Anderloni). 96 large pages on Alfa Romeo's 1950s 'Flying saucer' sports car. Was £24.95.....£19.99
BUGATTI: La Gloire (Zagari). Magnificent extra-large landscape-format photographic review of Bugattis in competition. 214 pages. Was £99.50.....£79.99
FERRARI FORMULA 1 (Schlegelmilch). 800 photos of Ferrari Grand Prix cars over the years in 360 extra-large pages. Promotional price...£19.99
FERRARI RACING: A Pictorial History (Goodwin). 144 pages on Ferrari competition cars to 1997. 200 b/w and colour photos. Was £19.95..£8.99
McLAREN FORMULA 1 (Schlegelmilch & Lehbrink). Extra-large-format 260-page book crammed with superb colour photos plus full history of the team from 1960s. Promotional price.....£14.99
PORSCHE RACING (Sparrow). 160 pages on racing Porsches from 356 to GT1. Was £18.99.....£7.99

## NEW & FORTHCOMING BOOKS

ASTON MARTIN DB4/5/6: The Complete Story (Wood). New softbound edition.....£12.99
BMW 3 SERIES 1991-1999 AUTOGUIDE (Robson). 128 pages, 130 photos including colour. Due April.....£9.99
BUGATTI TYPE 40 (Price). 128 pages.....£37.50
CORVETTE GRAND SPORT (Friedman & Paddock). Re-issue of story of racing Corvettes of 1960s, only five of which were built. 160 pages, 300 photos.....£24.99
DAIMLER (Thorley). 160-page photographic history.....£14.99
FERRARI: The Road Cars (Bluemel). New softbound edition, 160 pages. Due April.....£12.99
JOWETT 1901-1954 (Stokoe). Mainly photographic history, 128 pages.£9.99
LAGONDA 1899-1999 (Davey). 128 pages of photos.....£9.99
DRIVING AMBITION: The Official Inside Story Of The McLaren F1 (Nye). Full history of the fastest road car - and Le Mans winner..£30.00
MGA (McComb). Revised edition of AutoHistory.....£12.99
MGB (McComb). Revised edition of AutoHistory.....£12.99
PORSCHE 911 ENGINE HISTORY & DEVELOPMENT (Aichele). Photographic history of evolution of 911 engines, including racing versions. 204 large pages. 210 colour and 40 b/w photos.....£29.99
RELIANT SPORTS CARS (Pither). 160-page photographic history.£10.99
THE HISTORY OF HOUNSFIELD TROJAN: Can You Afford To Walk? (Rance & Williams). 256 pages.....£39.99
TRIUMPH: The Sporting Cars (Piggott). 160-page photographic history.....£14.99
ENGINES & ENTERPRISE: The Life And Work Of Sir Harry Ricardo (Reynolds).....£20.00
THE BURKE & PRICE GUIDE TO BRITISH MOTOR MUSEUMS (Burke & Price). 144 pages.....£9.99
TURNING BACK THE CLOCK: The Life & Times Of A Motor Trader (Geoff Owen). Revealing 356-page paperback. Due April.....£7.99
INDUSTRIAL DESIGN (Raymond Loewy). 252-pages, 700 illustrations on the Studebaker designer also responsible for the Coca-Cola bottle, streamlined trains, refrigerators, logos, etc.....£25.00
AUSTIN PEDAL CARS (Whyley). 80 pages.....£9.95

## VIDEOS

1999 Coys International Historic Festival (120m).....£12.99
1999 Goodwood Festival Of Speed (106m).....£14.99
1999 Goodwood Revival Meeting (118m).....£14.99
Champions: Jackie Stewart (52m).....£12.99
Champions: John Surtees (52m).....£12.99
Formula Villeneuve (52m). Gilles Villeneuve tribute.....£12.99
Racing Green: Great British Racing Cars & Stars Of The '50s & '60s (65m).....£12.99
Racing Red: Great Italian Racing Cars (90m).....£12.99
Racing Silver: Great German Racing Cars (90m).....£12.99
Racing The Silver Arrows Part 1: Mercedes v Auto Union 1934-1937 (55m).....£17.99
Racing The Silver Arrows Part 2: 1938-1939 (50m).....£17.99
Auto Union 1934-1939 - The Official Story (50m).....£12.99
History Of Motor Racing: 1970s (132m).....£12.99
History Of Motor Racing: 1960s (132m).....£12.99
History Of Motor Racing: 1950s (132m).....£12.99
Goodwood: The Motor Racing Years 1948-1966 (58m).....£14.99
Brooklands, The Birthplace Of British Motorsport (50m).....£14.99
BRM Story Vol 1: The V16 Years (60m).....£14.99
BRM Story Vol 2: The P25 Promise (60m).....£14.99
BRM Story Vol 3: V8 For Victory (60m).....£14.99
BRM Story Vol 4: 3-Litre Finale (60m).....£14.99
The Lotus Story - Volume One: 1948-1959 (60m).....£12.99
The Lotus Story - Volume Two: 1959-1962 (53m).....£12.99
The Lotus Story - Volume Three: 1963-1968 (53m).....£12.99
The Lotus Story - Volume Four: 1968 onwards (52m).....£12.99

*Tapes available in VHS PAL format only*

**VIDEO POST & PACKING:** Britain & Northern Ireland: £1.50 for up to two videos, £3 for three or more. THIS POSTAGE CHARGE DOES NOT APPLY if videos included with book order, but a minimum of £50 worth of BOOKS must be ordered to qualify for free over £50 p&p. Overseas: £1.50 for each video. Because of post office regulation, videos cannot be sent abroad in the same parcel as books.

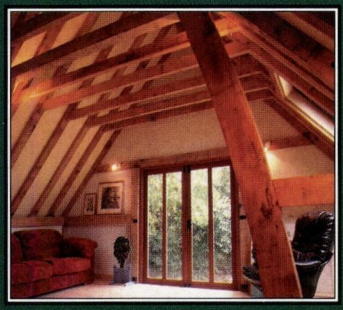
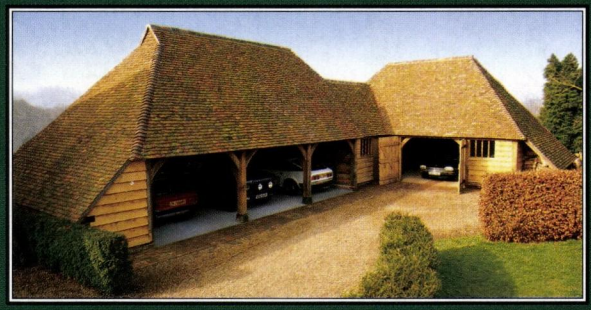
**POST & PACKING DETAILS FOR BOOKS: Britain & Northern Ireland:** £3.60 for orders up to £50, FREE over £50. British customers should remit by cheque or PO or write, telephone or fax using MASTERCARD/VISA/AMERICAN EXPRESS/SWITCH. Please quote expiry date and in case of SWITCH issue number. **Channel Islands & BFPO:** £3.60 up to £36.00; 10% of book value £36.00-£150; 7½% over £150. **Overseas:** inc Republic of Ireland - Minimum £5 up to £33.33 book value, 15% of value of books £33.33 to £150, 10% over £150. Airmail rates on application. Overseas customers should remit by £ sterling bank draft, Eurocheque or international money order or write or telephone using VISA, AMERICAN EXPRESS, EUROCARD or MASTERCARD number plus expiry date. US $ cheques/drafts also accepted.

**MILL HOUSE BOOKS, The Mill House, Eastville, Boston, Lincolnshire, PE22 8LS**
**Tel: 01205 270377, Fax: 01205 270551, E-Mail: MHBooks2@aol.com**

ENGLISH HERITAGE BUILDINGS
products

# TRADITIONAL BUILDINGS

GARAGES, BARNS, ANNEXES, GARDEN-ROOMS, GAZEBOS, SWIMMING POOL ENCLOSURES & STABLING






MADE FROM THE FINEST OAK ~ MARKET LEADERS IN QUALITY AND VALUE

BROCHURE LINE 0181 938 3828

Woods Corner East Sussex TN21 9LQ Web site http://www.ehbp.com

Belgium +323 685 2000 France +331 5557 0669 Germany +49 815 173677 Holland +31 522 241800

ALVIS

# RED TRIANGLE

The authorised manufacturer and supplier of genuine Alvis parts and restorer of Alvis cars since 1968

*We have more experience than anyone else in the restoration, repair and servicing of Alvis cars.*

*By using our original Works drawings and specification data we are able to ensure your work is carried out to the highest standards which is supported by our large stock of Alvis parts.*

*We have several Alvis cars in stock which can be detailed to your own particular specification.*

*"THE FINEST CRAFTSMANSHIP AT A COMPETITIVE PRICE"*



Quality Assurance BSI REGISTERED FIRM No. FS 38477

RED TRIANGLE, COMMON LANE, KENILWORTH, WARWICKSHIRE CV8 2EL ENGLAND. TEL: SERVICE & RESTORATION 01926 864867 PARTS 01926 857303 FAX: 01926 857305

## GIVE YOUR 'CLASSIC' THE TIME OF IT'S LIFE and enjoy yours!



*.....days of beautiful roads and breathtaking scenery; Abbeys to Lead Mines; Cosy Old World Inns to quaint-village churches; Incredible views of moor and coast; North Yorkshire has it all. Great fun, but not too demanding, our tours can be tackled in any age and type of car.....*

*After a full breakfast, you're off and climbing towards your first memorable day..... Our tours offer infinitive variety. With an easy to follow route, notes on points of interest, and a schedule which allows time for stops, the pace is yours.*



*INCLUDES ACCOMMODATION & all MEALS*

*some of the events available in 2000*

| | | |
|---|---|---|
| *May* | *12-14* | *North Yorkshire - Moor, Dale and Coast* |
| *June* | *3-5* | *Yorkshire's Eden - The Glorious Dales* |
| *July* | *14-16* | *Northumberland and the Border Reivers* |

*For more information on these tours and details of other 'classic' tours, dates and availability, please contact*

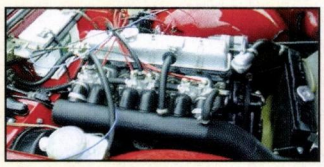
## JIA 'classic' tours

*tel/fax 01642 700951*
*email judy_richard@jiatrading.fsnet.co.uk*
*www.jiaclassictours.co.uk*
*9 GREENLANDS HUTTON RUDBY NORTH YORKSHIRE TS15 0JQ*

TR BITZ



## *The TR2 - 6 Specialists*





**CARS FOR SALE – The Best Selection of TR's in the UK**

**Triumph TR6** 125bhp O/D in Triumph White & Black Int Less than 800 miles from New! Extremely Original and Absolutely Superb Condition. Probably the Lowest Mileage TR6 PI in the World! Please Enquire
**Triumph TR6** 150bhp O/D Red, Black Int. In Beautiful Condition, Restored Body Off Chassis £13,500
**Triumph TR6** 150bhp O/D Red, Black Int. Excellent Original Car under 63,000 miles from New! £10,500
**Triumph TR6** 150bhp O/D Damson, Black Int. VG Orig Car, Uprated Exhaust & Susp Drives V Well £8,250
**Triumph TR6** in Mimosa Yellow, Black Int & Leather Seats. ex California converted to RHD £6,750
**Triumph TR5** O/D Signal Red, Black Int. Surrey Top. Engine Fully Rebuilt & U/L 72 Spoke Wires £12,500
**Triumph TR4 in** Red with Black Int. CWW Top. Fully Resto'd Body Off Chassis 88/89 – £8,650
**Triumph TR3A** in White with Black Int. Fully Restored, Body Off Chassis & Immaculate...£13,950

**CARS FOR RESTORATION**

We have by far the best selection of TRs in the UK with all the necessary parts available for restoration TR6's complete UK RHD 125 & 150bhp & US LHD for your choice. A good selection of TR4A & 4s LHD & RHD, TR3A & 3s with our choice constantly changing. Please get in touch

**The One Stop Shop for All of Your TR2 – TR6**
**PARTS – TRIM – SERVICING – RESTORATION**
**Please Contact us to Discuss & Satisfy Your Requirements**
**TR BITZ**

Lyncastle Way, Barley Castle Trdg Est, Appleton, Warrington, England WA4 4ST
tel: 01925 861861 Fax: 01925 860816 E-mail: triumph@trbitz.u-net.com

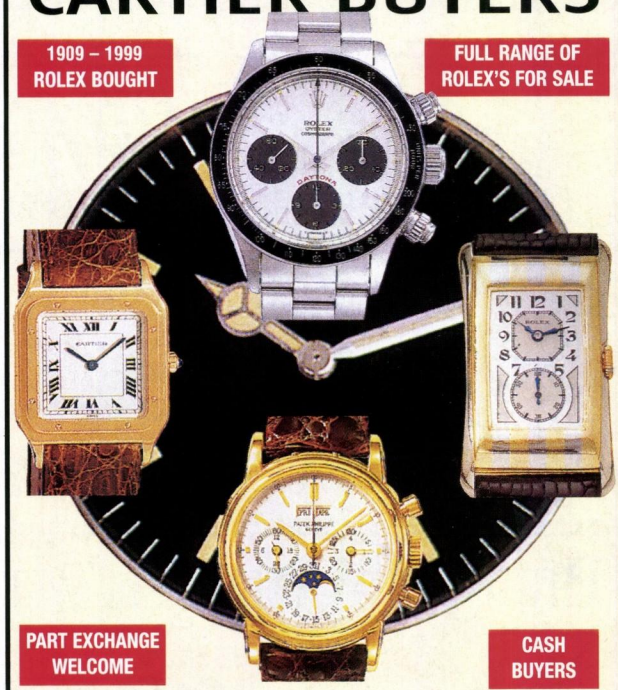
## THE ROYAL ARCADE WATCH SHOP

# THE ROLEX

## PATEK PHILIPPE CARTIER BUYERS

1909 – 1999 ROLEX BOUGHT

FULL RANGE OF ROLEX'S FOR SALE



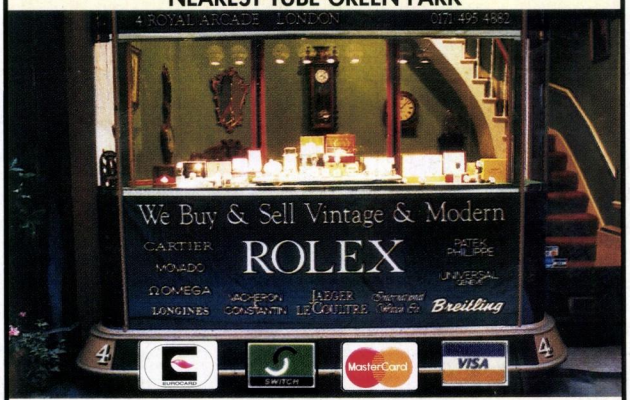
PART EXCHANGE WELCOME

CASH BUYERS

**We pay the highest prices for modern and vintage:**
**ROLEX • PATEK PHILIPPE • CARTIER • IWC • BREITLING • PIAGET • VACHERON CONSTANTINE • OMEGA • JAEGER LE COULTRE etc**

**Please phone for offer or call in at:**

ROYAL ARCADE WATCHES
**4 Royal Arcade, 28 Old Bond Street, London W1X 3HD**
**NEAREST TUBE GREEN PARK**




**Tel: 0171 495 4882**
**Fax: 0171 493 4111**

# WHO COVERS THE WORLDS FINEST MOTOR CARS?..




- Beware of cheap imitations. Only 'Specialised Car Covers' tailor covers to fit all makes of car, each cut to its own individual pattern.
- Extensive colour range available with or without logos.
- Manufactured in the UK from the finest breathable sateen cotton.
- Also available Evolution 4 fabric by Kimberly Clark water resistant breathable covers or exclusive Nylon Coated Waterproof covers for outdoor use or transportation.
- Storage bag included
- Delivery 14-21 days.

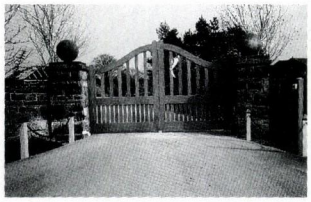
YOU CHERISH IT - INVEST IN THE BEST
For free colour brochure contact:
SPECIALISED CAR COVERS,
Concours House, Main Street, Burley in Wharfedale, Yorkshire LS29 7JP.
Tel 01943 864646 (24 hrs) Fax 01943 864365
http://www.specialisedcovers.com
e.mail scc@specialisedcovers.com

SPECIALISED CAR COVERS

WORLDWIDE EXPORT SERVICE

## ...SPECIALISED CAR COVERS

Official Suppliers to: ASTON MARTIN LAGONDA LTD - PORSCHE CARS (GT Britain) Ltd - LAMBORGHINI - JAGUAR CARS
JAGUAR SPORT - ROVER GROUP LTD - McLAREN - VAUXHALL MOTORS - TVR ENGINEERING LTD and many other car manufacturers.



# POWERDOOR™

## AUTOMATIC GATE SYSTEMS



FOR NEW OR EXISTING IN WOOD/STEEL WROUGHT IRON

**SECURITY AND CONVENIENCE** controlled by you
from a simple push button to complex video entry
**NATIONWIDE** over 150 approved installers/distributors
**INFORMATION/BROCHURE** please phone or write

**TEL: 01798 815700 Fax: 01798 815900**

Powerdoor, Old House Farm, Thakeham, Sussex RH20 3EH



Visit our web site www.powerdoor.co.uk

e-mail us at sales@powerdoor.co.uk

# THE WIRE WHEEL SPECIALIST

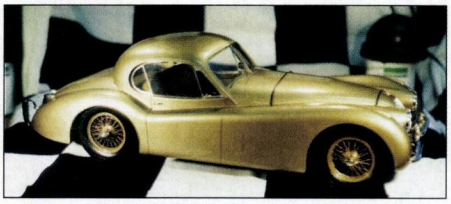



**Langley Mill, Langley Rd, Langley, Macclesfield, Cheshire, SK11 0DG**
**Tel: 01260 253119 Fax: 01260 252699**
**E-mail: steve@shopy.demon.co.uk**

- **All wheels hand built to customers specification**
- **Tyres supplied with free fitting and balancing**

World's largest range of veteran and vintage hubs and rims.
Comprehensive range of Turrino alloy wire wheels.

**Catalogue and prices available on request.**



**1952 XK120 COUPE MONTLHERY**
1/8th SCALE HANDBUILT MODELS IN RESIN, INDIVIDUALLY BUILT TO ORDER, ANY COLOUR COMBINATION ROAD OR RACE VERSIONS AVAILABLE. FITTED IN DISPLAY CASE



**196/268 SP DINO**

# G.P. MOBILIA

**309 UXBRIDGE RD, ACTON W3 9QU**
**PHONE & FAX: 0181 9921182**
**EMAIL: GPMOBILIA@HOTMAIL.COM**
**WEBSITE: WWW.GPMOBILIA.COM**
**ACCESS, MASTERCARD, AMEX**




**XK120 ROADSTER LE MANS 51**
PRICES FROM £495 TO £745 INCLUDING VAT. ALSO AVAILABLE LOTUS 18, PORSCHE 356a SPEEDSTER, PORSCHE 550 SPYDER, AUTO UNION TYPE 'C', HEALEY 3000 Mk1

# The GB Motor Book Company

**Knowledgeable and friendly specialist dealers in motoring and motor racing literature, magazines, race programmes and memorabilia**

**We have a large and varied stock, so if you are searching for any particular elusive title or item please contact us. In addition we will be exhibiting a selection of our stock at the following events:**

March 03-05 Antwerp Classic Saloon, Bouwcentrum, Antwerp, Belgium
March 10-12 Vehikel Classic Car and Bike Show, Utrecht, Netherlands
March 18-19 London Classic Car Show, Alexandra Palace, London
April 08-09 British Touring Car Championships, Brands Hatch
April 16 Historic Sportscar Championships, Donington Park
April 23-24 Brighton Classic Car Show, Brighton Metropole
April 29-30 International Classic Cr Show, NEC, Birmingham
May -6-07 Beaulieu Spring Autojumble, National Motor Museum
May 12-13 FIA GT, Silverstone: May 20-21 Silverstone Spring Trophy

**Viewing can be arranged by appointment only, in South London or alternatively you can contact us by any of the methods detailed below**
**Mailing address: Box 1066, 13 Wingford Road, London SW2 4DR**
**E-Mail: gbmotorbooks@suspnet.com or wingford@hotmail.com**
**Fax: +44(0)20 8653 1228 or Phone Peter 07768 267736 or John 07935 014843**

CAROLE NASH
INSURANCE CONSULTANTS LTD

CLASSIC CAR INSURANCE NOW AVAILABLE in EIRE call Dublin 636 9191

CLASSIC CAR INSURANCE with a Difference

Call FREEPHONE **0800 298 5566**

Website: www.carolenash.com E-mail: cars@carolenash.com



**"Hat Trick"**
**by Alfredo De La Maria**
Limited edition of 850 copies
Print size 27" x 33"
£95 plus £5 p+p UK £8 Europe
**To order by phone ring 0113 225 3525 or fax us on 0113 225 0205 or write to us at Autosports Gallery Ltd 5 Shadwell Park Court, Leeds LS17 8TS See our website: www.autosports-gallery.com**

Spring Autojumble & MotorMart

Beaulieu

Opens 10am

Much larger!

**6th & 7th May 2000**

**AUTOJUMBLE**

- Hundreds of Stands for Autojumble
- Books & Literature
- Models & Toys

**MOTORMART**

*Possibly the largest collection of Classic Cars for sale from Dealers and Individuals*

***Mart space only £15***
***Tel: 01590 614614***

***Advance Tickets: £5.00 per day***
***On the gate: £6.00 per day***
**01590 614645** *for details*
**Beaulieu, Brockenhurst, Hampshire SO42 7ZN**

JUST TICKETS & JUST MOTORING

**GRAND PRIX RACING**
**LE MANS * HOSPITALITY**

***INCLUSIVE ARRANGEMENTS** *Self drive to European events*

***MONACO** *Special 4 day flight with hotel in Nice ALSO a one day flight (with Flight Options ATOL 4322)*

***TICKET ONLY SERVICE** THE BEST for all FORMULA 1 RACES also to LE MANS plus camping and parking.*

***HOSPITALITY** Special viewing apartments in MONACO - Silverstone - most European F1 to Le Mans.*

**Ring for details: JUST TICKETS**
**1 Charter House, Camden Crescent,**
**Dover, Kent, CT16 1LE**
**Tel: 01304 228866**
**Fax: 01304 242550**
**www.justtickets.co.uk**



Mr/Mrs/Ms.....
Address .....
.....Postcode .....
Event.....Ref: MS4/2

# THE NEC
# CLASSIC & SPORTS CAR SHOW

IF YOU'RE MAD ABOUT CARS, YOU'D BE MAD TO MISS THIS!



- CLASSIC CAR CLUBS
- MASSIVE AUTOJUMBLE
- SPECIAL DISPLAYS
- TRADE STANDS
- REBUILD AREAS
- RESTORATION AREAS
- DEALERS
- CARS FOR SALE
- SPECIAL GUESTS
- AND MUCH, MUCH MORE!

**TICKET HOTLINE: 0121 767 4767***

**ADULTS ... £8.50**

**OVER-65s ... £6.50**

**4-16YRS ... £3.50**

**Open: 9.30am-5.30pm Each day**

*TRANSACTION FEE: 50P PER BOOKING CAR PARKING: £5.00

sponsored by

The Enthusiast's Insurance Broker

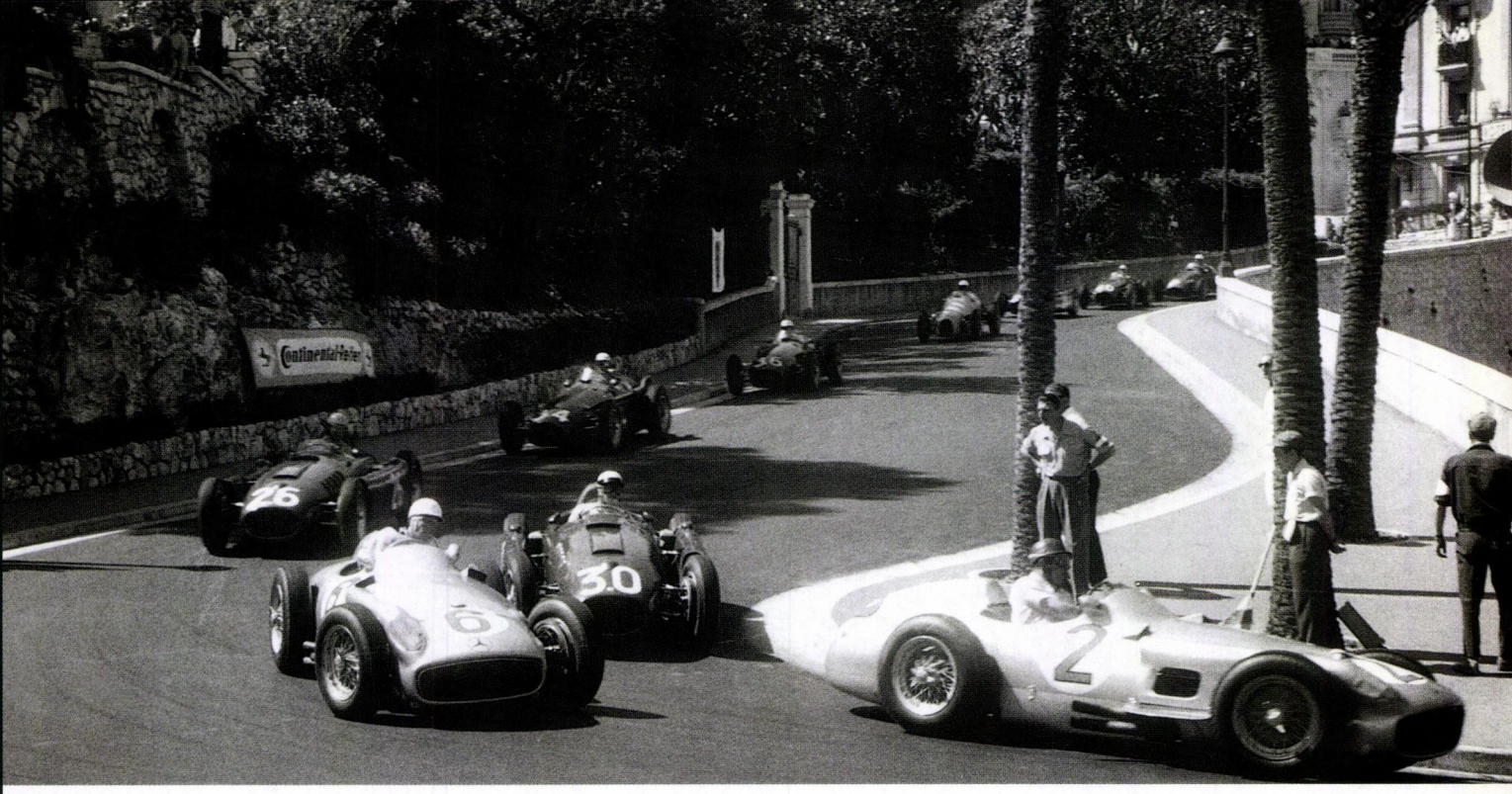
FOOTMAN JAMES
TEL. 0121 561 4196
FAX 0121 559 9203
WATERFALL LANE CRADLEY HEATH
WEST MIDLANDS B64 6PU
THE MARKET LEADER

organised by

Centre Exhibitions
A member of The NEC Group

IN ASSOCIATION WITH CLASSIC & SPORTS CAR MAGAZINE

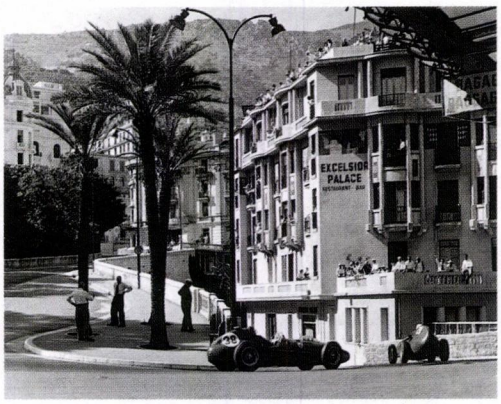
**SATURDAY & SUNDAY 29 & 30 APRIL 2000 - THE NEC, BIRMINGHAM**




# Relive the golden age of Grand Prix with this trip of a lifetime

Being run for only the second time, the Grand Prix de Monaco Historique has already established itself as one of the most compelling historic events ever to be staged. This year a once-in-a-lifetime grid will feature a magnificent array of the world's finest vintage race cars, hand-picked by the prestigious Automobile Club de Monaco. These wonderful racers will evoke memories of the golden age of Grand Prix racing as they roar around the world famous circuit, bringing to life the great images of Clark, Moss, Stewart *et al* slicing courageously through the Principality's narrow streets.

Witness this sensational event for yourself, thanks to a superb exclusive package put together by *MotorSport* and Page & Moy.




## *THIS VERY SPECIAL TRIP INCLUDES...*

**Friday May 26**
Fly from London Heathrow to Nice on scheduled British Midland or British Airways flights. Transfer to your selected hotel will be provided.

**Saturday May 27**
The full programme of practice sessions starts mid-morning. Your Grandstand ticket is valid all day so that you can mix the racing with sightseeing along the coast or some shopping in the world famous boutiques of Nice.

**Sunday May 28**
Racing starts mid-morning, so take your place in the Casino Square Grandstand (arguably the best spot on the circuit). Lunch will be served in the exclusive Metropole Palace Hotel, just a five-minute walk from your seat, where you will have a choice of either a hot or cold buffet and a half bottle of wine per person. From the terrace you can enjoy superb views of the hotel gardens and Casino Square before returning to the grandstand for the remainder of the afternoon.

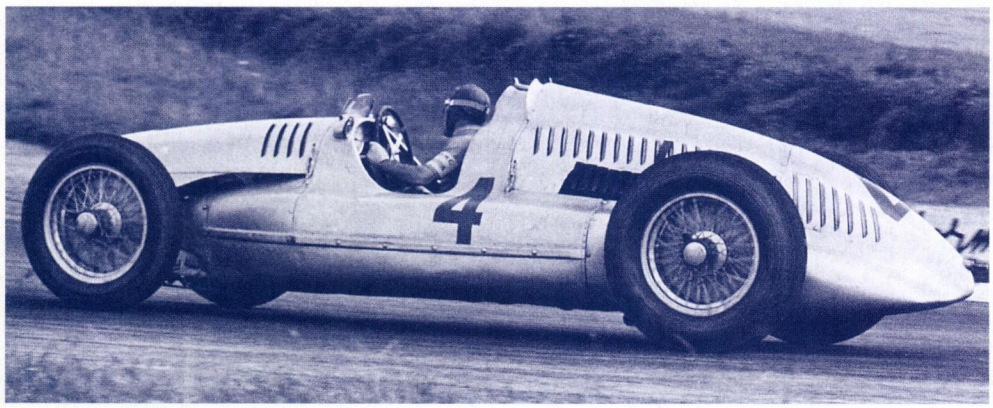
**Monday May 29**
Departure from Nice airport

Tour prices start from just £539* for this three-night break.
Call Page & Moy on 0870 010 6392 (ref H00077) for a copy of the full brochure and further details of itinerary and prices.
This offer is available worldwide without flights from London.
**Exclusive of travel insurance*

MOTORSPORT

PAGE & MOY LTD

# See the 1938 British Grand Prix in Colour




LAT

In 1937 and 1938 the fearsome works teams from Auto Union and Mercedes-Benz made their only race appearances in Britain at Donington Park – you've probably seen the black and white newsreels.




Ben Redgrove

In 2000, courtesy of the VSCC, you can see one of the victorious Auto Unions plus many of its contemporary competitors at Donington again – this time in full colour.

**Sunday 21st May Donington Park**

in association with MotorSport

Admission costs only £10.00 (including paddock and grandstands), accompanied children aged 15 years and under free. Call 0115 912 9124 for advance booking.

THE VINTAGE SPORTS-CAR CLUB

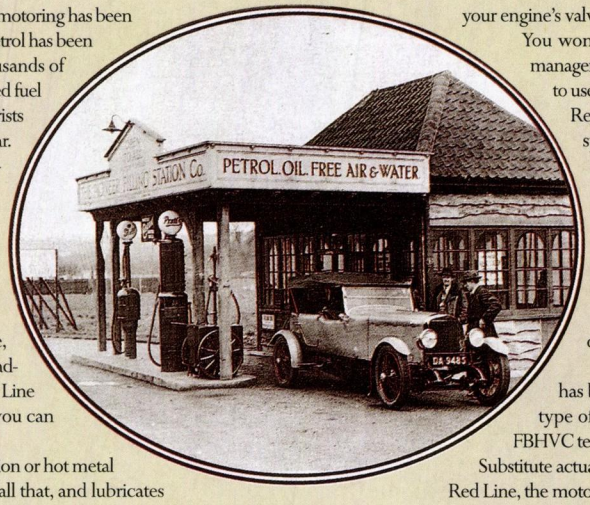
THE CLUB THAT SPARKED A PASSION

*ADVERTISEMENT*

# THE ELDON HOUSE GAZETTE

1925 PRICE 1d

## INTO THE MILLENIUM WITHOUT LEAD




As the new millennium dawns, the world of classic motoring has been thrown into crisis. Since January 1st 2000, leaded petrol has been banned from the forecourts of Britain. Many thousands of classics simply can't run on the new-fangled unleaded fuel without expensive conversion work, leaving motorists to choose between a hefty bill or no more classic car. It seems Johnny Foreigner and those bowler hat wearing chaps in Whitehall have conspired together to force thousands of classic cars off the road.

Motorists of Britain, do not despair! Those clever boffins at Redline Synthetic Oil have found the solution. Their revolutionary Lead Substitute is the answer to every motorist's prayer.

The next time you visit your friendly local garage, ask the forecourt attendant to 'fill her up' with unleaded. Foolhardy? Not a bit of it. Simply add 8ml of Red Line Lead Substitute for every 10 litres of petrol, and you can continue your journey in confidence.

There's no need to worry about valve seat recession or hot metal corrosion. Red Line Lead Substitute takes care of all that, and lubricates your engine's valve guides and upper cylinder, too.

You won't need to pay any unpleasant visits to the bank manager, either. While the cost of fully converting an engine to use unleaded may run into many hundreds of pounds, Red Line Lead Substitute won't leave a chap short of spare change. Indeed, Lead Substitute is extremely cost effective at a mere 3p per litre. Just one 355ml bottle of Lead Substitute treats 450 litres of fuel.

Other products may claim to offer similar benefits, but few have been so thoroughly tested and proven as Red Line. Automobile enthusiasts on the other side of the pond have been enjoying the benefits of Red Line Lead Substitute for 15 years, whether on the road, green-laning, or on the racing circuit.

Since reaching these shores Red Line Lead Substitute has been through five years of arduous testing in every type of engine. Not only did Red Line pass the stage 1 FBHVC tests at MIRA with flying colours, but Red Line Lead Substitute actually out performed leaded petrol in stage 2.

Red Line, the motorists of Britain salute you!

Eldon House Automotive Ltd, 8-9 Warsop Trading Estate, Hever road, Edenbrigde, Kent, TN8 5LD Tel: 01732 866885 Fax: 01732 866773

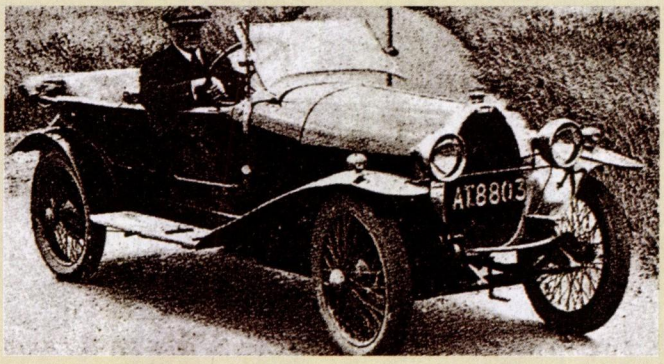
## ILLUMINATED DIRECTION SIGNS

Realising the difficulty motorists experience in deciphering direction signs, either on lamp-posts, or situated near them, the Automobile Association has introduced a new type of reflector and signs, so as to throw the light downwards and render the wording on the arms clearly readable by road users after dark.

One of the first sets of these A. A. illuminated direction signs ahas been erected on the Great West Road, 101/2 miles out from London.

## THE KLAUSEN HILL CLIMB

Over a mountainous course about 27 kilometres in length, with no fewer than two hundred bends and corners, Count Masetti put up a very noteworthy performance on his 2-litre super-charged Sunbeam recently. His actual time was 17 min. 27 secs., which beat the previous record for the Klausen Hill Climb by a minute and a half. The entries included most of the prominent makes, and it is interesting to note that the second fastest time was put up by a French machine with an engine capacity of 6-litres or three times that of the Sunbeam.




## SPORTING CARS ON THE ROAD AND TRACK

It seems rather futile to describe how the Bugatti climbs hills simply because, unless one hangs on to top gear, no ordinary incline makes the least difference to its speed. To get any idea of the power available on the lower gears, one must tackle some extraordinarily steep incline, such as the one shown in one of our photographs.

The remarkable steadiness of the car when taking sharp right angle bends must be experienced to be believed, but, here again, the camera has come to our assistance, and one of the illustrations depicts the cornering abilities of the car far better than a whole paragraph of description.

There maybe cars as good as the Bugatti for the class of work for which Signor Etore Bugatti intended his little wonder, but we have yet to find one, especially as marque so distinguished for sheer reliability as well as speed.

Sole Concessionaires for the Bugatti: Messrs. Charles Jarrott & Letts, Ltd. London Agents: Messrs. B. S. Marshall, Ltd.

**A.B.C. BLACKBURNE. NORTON.**
EXCHANGES. DEFERRED PAYMENTS.
SPARES. REPAIRS AND SPECIAL TUNING.
**R. S. INGLIS,**
26. UPPER MARYLEBONE STREET, GREAT PORTLAND STREET, W. 1.
'PHONE: MUSEUM 2502

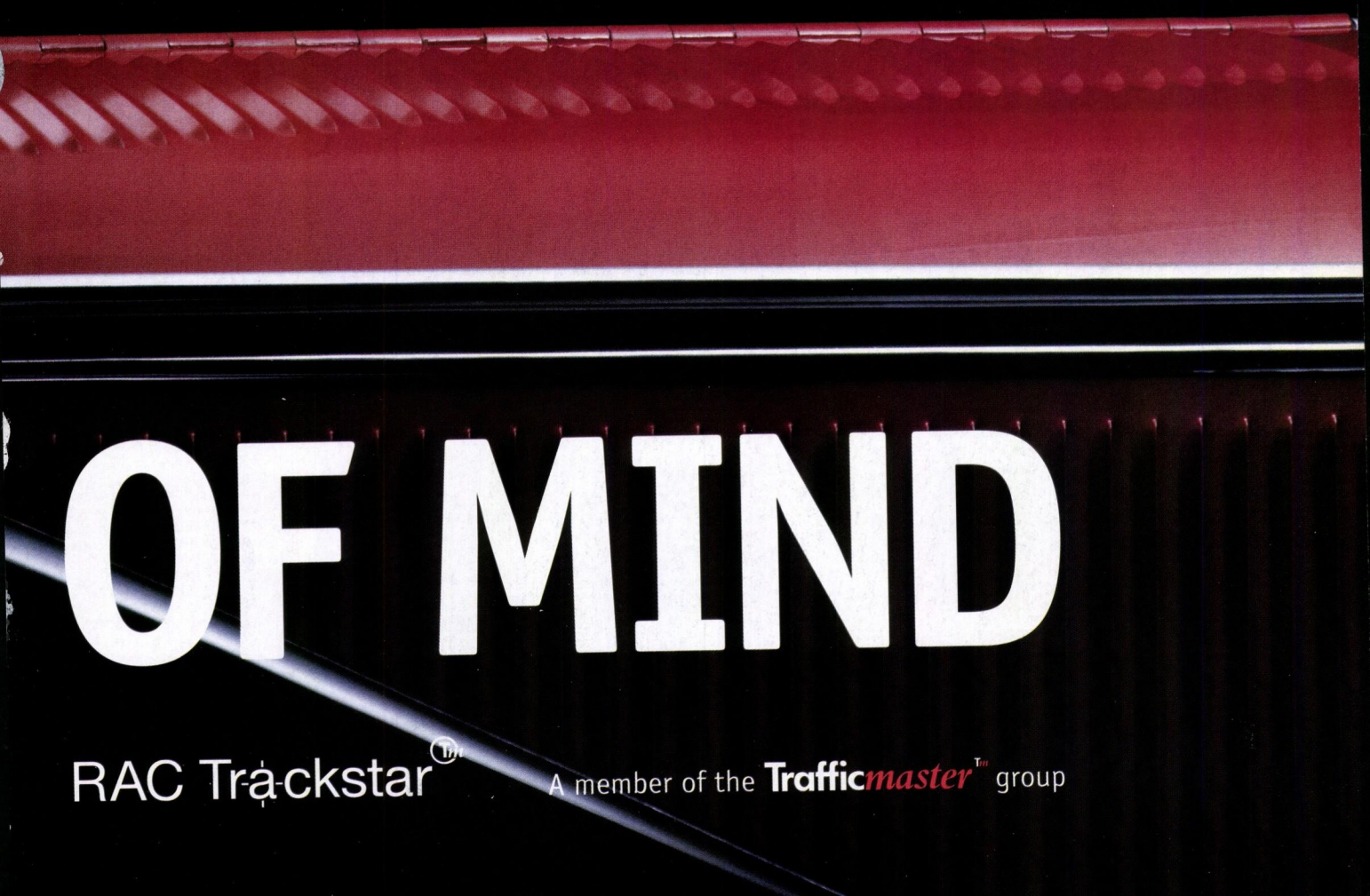
**RADIATORS & WINGS, Ltd.**
RADIATOR MANUFACTURERS & REPAIR SPECIALISTS,
SHEET METAL WORKERS.
*RACING BODY EXPERTS.*
WHITFIELD PLACE, TOTTENHAM COURT RD., W.1.
TELEPHONE—MUSEUM 7066.


Protect your prized possession...
Enjoy peace of mind - by fitting an RAC Trackstar module to your classic car* you can sleep easily knowing that if the unthinkable happens and your vehicle does get stolen, we can pinpoint its exact location, speed and direction.
So the security of your prized possession need no longer be left to chance.
PEACE
*Negative earth vehicles only

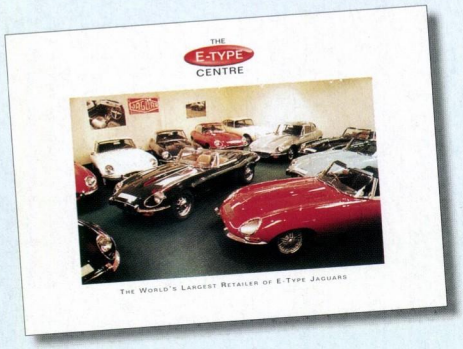
Once advised of the theft, RAC Trackstar's National Control Centre, which is manned 24 hours a day, 365 days a year, will immediately contact the Police and provide them with continuous updates on the vehicle's position, enabling them to apprehend the thief and secure your vehicle.

For a modest additional cost, we can even tell *you* if your car has been stolen and return it to you, reducing any stress and inconvenience.

Please contact RAC Trackstar on 0808 100 9991 for further information and the name of your nearest dealer or visit our website
www.ractrackstar.com



# FROM THE HOME OF THE LEGEND




## THE E-TYPE CENTRE BROCHURE & WEBSITE WITH FULL STOCK LIST

As befits the world's largest retailer of E-Type Jaguars, we have produced a new high-quality 12 page colour brochure, mapping out the safe, stress-free route to ownership of a proper, fully prepared, warranted E-Type.

Packed with information about buying from The E-Type Centre, lavishly illustrated with photographs of our beautifully renovated showroom buildings, superb modern workshops, the delightful rural location, and of course – E-Types!



We always have over 50 carefully selected E-Types in stock, all owned by ourselves, and prepared so thoroughly that we are able to offer our own unbeatable warranty.

Telephone The E-Type Centre today for your copy of the new brochure and information pack, then make a date with the "Most Beautiful Car in the World".

*The E-Type Centre is easily accessible in the Midlands just 5 minutes off the M42, only 1½ hours from London, Manchester, Bristol or Leeds.*

**E-Types, XK's and MK2 Saloons always wanted**

THE E-TYPE CENTRE

THE WORLD'S LARGEST RETAILER OF E-TYPE JAGUARS

Tel: 01827 373247 Fax: 01827 373604
or Hotline: 07000 E-TYPES 3-89737
Web site: www.e-typecentre.co.uk
Email: info@e-typecentre.co.uk


# MOTORSPORT SMALL ADS

## A

**AC COBRA MKIV,** wanted, preferably pre-1990's by private enthusiast. Tel: 01232 761446 (home) or 07803 799176 (mobile).

**ALVIS SPEED 25 TOURER,** 1937 in excellent order throughout, much history, p/x considered, £26,950. Tel: 01483 278300 or 07879 607370 anytime.

**ALEXANDER TURNER,** 1962, two previous owners, chassis up rebuild, new BMC engine, gearbox, spare engine, crossflow head, £5,000. Tel: 01293 775336.

**ALFA MONTREAL,** RHD, 1976, lovingly cared for, driven daily and will be deeply missed, but move to Paris makes sale sadly, sensibly inevitable, viewing South-East England, £7,950. Tel/fax: 00 33 140 509 638 (France).

**ALFA MONTREAL,** LHD, 1972, red, 1999 Alfa Club concours winner, ex-South Africa (no rust), three owners, superb, £12,999 part exchange. Tel: 01452 855511.

**ALFA ROMEO GTV 2000 SE,** 1974, completely restored, well maintained, stereo and immobiliser, great classic sportscar, owner going abroad, £6,750. Tel: 0171 716 7311 days, or 0171 262 2863 (eves).

**ALFA ROMEO SPIDER 2.0 S3,** LHD, Racing red, magnolia leather, probably best available, Switzerland supplied, Alfa dealer maintained, huge known history from new, £5,750 ono. Tel: James 020 7731 7791 or 0370 66 6669.

**ALFA ROMEO SPIDER 2000,** 1976, excellent condition, LHD, original alloys, red, Dellorto carbs, waxoyled, MoT, always garaged, FSH, £5,950. Tel: 01276 61619.

**ALFA ROMEO TOURING SPIDER,** 1959, grey, superbly restored 2.3L engine and spares, £15,000. Alfons Gulickx 00 32 22511387 Brussels, Belgium.

**ASTON MARTIN V8 VIRAGE COUPE AUTO,** 1991 (H), Brooklands green metallic, cream hide piped, 5.3 litre V8, full A-M service history, ECU upgraded by 'Brodie Brittain Racing', giving extra fuel efficiency and increasing BHP by 20% (very quick). Investment. This vehicle can only increase in value, at 18,000 miles it is only just run in, £49,995 ono. Interesting part exchange considered. Tel: 01663 76005 (Cheshire).

**ASTON MARTIN DB4 SERIES 1,** genuine 55,000 miles, in truly remarkable condition with immaculate blue coachwork. The remainder of the car is almost all original, with only sympathetic engine work completed (converted to unleaded), 0171 777 4819, 0958 679 321 a/h).

**ASTON MARTIN DB6 MK1,** manual, Redwood metallic, tan leather, complete engine rebuild last year, unleaded, £31,950. Tel: +44 (0) 208 977 3508 or +44 (0) 208 941 7575.

**ASTON MARTIN DDS V8 AUTOMATIC,** 1971, red, cream leather interior, professionally maintained, immaculate condition, bare metal respray with photos, MoT March 2000, 95,000 miles, £11,750 ovno. Tel: 01293 851020.

**ASTON MARTIN VANTAGE SIX,** single headlamp model 1973, green/gold metallic, olive hide, manual, 76,000 miles, FSH, wires, webbered, such value, £16,950, third the price of a DB5 Vantage. Excellent throughout, part exchange welcome. Tel: 01932 828545 Brooklands Motor Company.

**ASTON MARTIN V8,** Oscar India, 1979, 75,000 miles, borwn/magnolia, ESR, FSH, very good condition, present owner since 1983, permenantly garaged, MoT, £19,950. Tel: Peter Lassman 0181 459 8800 (work) or 0181 441 3986 (home). Private sale.

**ASTON MARTIN DB4,** 1960, Icelandic blue metallic, lovely condition, well maintained with lots of history, £45,000. Tel: 01282 776081.

**AUDI QUATTRO TURBO 10 VALVE,** 1985, RHD, Oceanic blue, grey heated leather, only 83,000 miles, air conditioning, full VAG service history, maintained regardless of cost, new wheels and tyres etc. Must be one of the best examples, outstanding! First to see will buy, £8,500. Tel: 07880 541143 or 01228 712325. Private sale.

**AUSTIN HEALEY SPRITE MKII,** 1962, OEW, red trim, w/w, over £6,000 spent plus half car in spares, £4,600. Tel: 01737 554966 (Surrey).

## B

**BENTLEY CORNICHE CONVERTIBLE,** 1974, steel blue with new mushroom hood and beautiful unspoilt interior, only 41 ever made, £32,500. Peter Bryne. Tel: 0181 467 6916 or peter.byrne3@virgin.net

**BENTLEY MULSANNES,** 1989 F, 87,000 miles, full service history, one former titled owner, taxed, MoT November 2000, metallic forest green coachwork with magnolia leather, £14,995. Tel: 01491 671990 Reading (evenings).

**BENTLEY MKVI,** 1950, 4¼ litre James Young 2 door, 5 seater saloon. Dove grey over midnight blue. In present ownership since 1968, offers in region of £20,000. Tel: 01902 609208, during office hours.

**BENTLEY R TYPE AUTOMATIC,** 1954, good original car, excellent chassis/underbody, MoT July, one owner 32 years, best offer around £10,000. Tel: 0181 248 3065 or 0378 236 717 n/c.

**BENTLEY R TYPE** rolling shell minus engine, body in excellent shape, restoration or spares, body suitable, Dawn restoration, £3,250. Tel: 01922 476210.

**BENTLEY MK6 DHC** by Vanden Plas, 1948, two door, regularly used, RR maintained, MoT'd, taxed, white bodywork, lots of history, £29,750 ono or swop Flying Spur. Tel: 07973 623929 or 01787 277334.

**BENTLEY TURBO 'R',** 1995, British racing green with tan hide, smoked glass, latest 17 inch alloys, twin air bags, floor change, full main dealer history, cost £145,000 when new, now £39,950! Peter Bryne. Tel: 0181 467 6916 or peter.bryne3@virgin.net

**BMW 3.0 CSL,** Golf yellow, 80,000 miles, excellent condition, photos of bare metal respray, good history, full MoT, owned ten years, drives beautifully, £9,500. Tel: 01428 707124.**BORGWARD ISABELLA COUPE SPORTS,** 1959, show condition, original matching numbers, tax exempt, MoT, 100 mph, 30 mpg, very practical, £10,000 ono. Tel: 01694 722768.

## C

**CATERHAM SUPER 7,** Vauxhall 2 litre 185 bhp, 1995 (late), 5,800 dry miles only, very full specification, total cost new £26,000+, accept £13,500. Tel: 01604 696157.

**CATERHAM 7 1.6 K SUPERSPORT,** V reg., BRG/yellow stripe, 800 miles, 5 speed, cycles leathers, Momo or DeDeon weathers, harness, heater, £16,500. Quick sale. Tel: 07970 500614.

**CATERHAM 7 1700cc TWIN CAM,** Lotus dry sump engine, 156 bhp, all black, 14,000 miles, Quaife straight cut gearbox, leather adjustable seats, highly polished comp exhaust, Revolution alloys, FIA roll bar, full harness, one owner from new, very special car, definately one for the purist! £10, 750. Tel: John Heda (01703) 556300 or (0836) 263471.

**CATERHAM 7 HPC DE-DION,** 1990, 2 litre 16v dry sump on carbs, Jaguar BRG/yellow, competition exhaust, leather adjustable seats, cycle wings, Prisoner alloys, full harness, 15,000 dry miles, two owners from new, £12,750. Tel: John Heda (01703) 556300 or (0836) 263471.

**CATERHAM 7,** 1995N, 1600cc, superlites, 5 speed, cycle wings, weather equipment, roll bar, car can be painted in your choice of colour for £10,995. Caterhams purchased for cash. Paul Stephens Specialist Cars. Tel: 01440 714884 or www.paulstephenscars.co.uk

**CITROEN DS20 SAFARI,** 1972, LHD, blue with black tirm, long MoT, tax exempt, good condition, very practical classic, £2,750 ono. Tel: 01865 372108 or 352 2633 0303 (view Oxfordshire).

**CITROEN DS20,** 1970, LHD, red with black interior, good condition vehicle, MoT'd, 10,000 miles on rebuilt engine, complete running gear overhaul, new steering rack, exhaust etc, £3,900. Tel: 0171 5166332.

## F

**FERRARI 308 GTB,** carbs, factory approved sprint package, dry sump engine, supplied new by Maranello's 1979, huge spec, this is the ultimate road going GTB, £23,750, exchange considered. Tel: John Heda 01703 556300 or 0836 263471.

**FERRARI 308 GT4,** 1977, red, black, FFSH, all bills, perfect condition, FOC, owner 12 years, a/c, w/wheels, £15,000. Tel: 01737 353561 evenings (Surrey).

**FERRARI DINO 246,** 1972, Dino red, 2,000 km from A1 total restoration, LHD, £39,000. Tel: 01473 742067 or Italy 0039 335 5350 770. English spoken. Email: beonet@libero.it

**FERRARI TESTAROSSA,** H reg. 89, red, crema leather, 98,000 miles, recent full service & belts change by Maranello's, £45,000 ono. First class condition. Tel: 01707 339640 home, 0171 720 2686 work. Private sale.

**FERRARI F40 LE MANS MICHELOTTO GT1 SPEC,** road registered, 720bhp, red, twin adjustable boost KKK turbos with dual wastegates prepared by Hartman Racing-Sauber. New 'P' zeros 18in., slicks available, pneumatic jacks. This car is road legal with MoT and is UK registered. At 240 mph this is definitely the fastest road car on the planet! £POA. Tel: 0181 209 0481 (UK), or 00-33-611 534970 (France).

**FORD RS 1600,** 1972, steel BDA, absolutely 100% original, superb restored condition, unleaded converted, spare sets minilites and steel wheels, tyres, £8,450. Tel: 01737 224883 eve/weekends.

To advertise in the May issue, on sale April 21st, your advertisement must reach our offices no later than April 4th. Please print your name and address clearly, followed by your copy details in capitals. Rate: £15.00 inc VAT for 15 words, £1 per word thereafter. For box numbers add £12 (UK), £18 (overseas).

*Please make cheques/postal orders made payable to Haymarket Publishing Ltd.*

*Send to MOTOR SPORT Classified Advertisements Dept, 60 Waldegrave Road, Teddington, Middlesex TW11 8LG. Telephone 0181 943 5689; fax 0181 943 5619.*

Please note no alterations, cancellations or refunds are possible once payment has been processed. We reserve the right to refuse or withdraw advertisements at our discretion, and the publishers do not accept liability for printers' or clerical errors, although care is taken to avoid mistakes. Trade Department Act 1968: advertisers should pay attention to the requirements of the Act, particularly regarding accurate descriptions of all goods offered for sale

**FORD MODEL A,** 1928, Tudor RHD, 24 hp in beautiful condition having been totally restored over many years, £8,250. Tel: 01300 320219 (Dorset).

**FORD ESCORT COSWORTH MOTOR-SPORT,** 1992 K reg., 54,000 miles, one owner, FSH, immaculate. Car has been used for weekend motorsport, sprinting and hillclimbing with great success. Fantastic on the road, 380 bhp, numerous modifications, without distracting from road use, scares big bikes. Please call for full spec, spares etc. Tel: 01329 286043 (d), 01489 890453 (eve), ask fore Mark, price £17,500.

**FORD RS2000 CUSTOM,** 1980, immaculate black bodywork, unmarked interior, only 55k, perfect mechanically, mint wheels, new P600's, lovely original spec, must see, £3,495. Tel: 01695 580987, mobile: 07930 560957.

**FERRARI 275 GTB,** torque tube, 1966, chassis no. 08681 GT. Argento with blue interior, 39,000 miles, fully documented history, alloy wheels plus set of original Boranni wire wheels (restored), further details of this concours car available on: 020 7481 2844, mobile 0370 686 845, fax 020 7702 2602.

## G

**GARDENER SPECIAL RADIO TOURER,** 1923, 4 cylinder Lycomings engine, 19.6 hp, believed 3 worldwide, leather trim, exceptional condition throughout, rare opportunity, £29,995 ono, may part exchange, anything considered. Tel: 0121 6826660. Mobile: 0956 972072. E-mail: mag-na@ic24.com

**GINETTA G4 ROADSTER** by Dare, in metallic BRG. 172 bhp 2 litre Zetec with Webers, only 2,000 miles, immaculate throughout, full specification on application, regretful sale, £16,450. Tel: Harrogate 01423 501393.

## J

**JAGUAR E-TYPE ROADSTER SERIES 1,** 4.2, original RHD, matching numbers, excellent condition, full engine rebuild, extensive history, drives beautifully, £21,995 ono. Tel: 01252 541473.

**JAGUAR E-TYPE V12 5.3 SERIES III,** C reg., 1973, good condition, brand new clutch, years MoT, runs on unleaded, very white, very quick, kept in dehumidified garage, £13,500. Tel: 01386 860136 (Worcs).

**JAGUAR MK2 3.8,** 1962, red, totally restored, new interior, cww, uprated brakes, documentation, excellent condition, £18,500. Tel: 01452 770778 or 0468 071091 (Gloucester).

**JAGUAR XJS V12 CABRIOLET,** automatic, 48,000 miles, FSH, p/plate, Cobalt blue metallic, tan leather, rear seats, air con, MoT, excellent condition, £7,995 ono. Tel: 07801 295 078 or eves 01737 823372.

**JAGUAR 3.4 MKII,** 1968, automatic, red, wire wheels, new chrome, excellent interior and exterior, good engine and gearbox, taxed and MoT, £8,950. Tel: 01843 864080 Kent, 9am-5pm.

**JAGUAR XK120 ROADSTER,** 1952, silver/red upholstery, owned 13 years, very good condition, well maintained and reliable, £24,950. Tel: 01277 260147 (Essex).

**JAGUAR E-TYPE 4.2 ROADSTER,** 1970, white/black interior and hood, cww, s/s exhaust, 56k miles, one owner 24 years, good condition, £19,000. Tel: 01642 289269 (Cleveland).

**JAGUAR XK 150 LHD,** 1958, the best looking XK Roadster in the country! Cover of Jaguar magazine. Exhilarating performance, £25k spent on restoration, 36,000 miles, my car for 10 years, good history, must be seen, £37,500. Tel: 0385 777145 (viewing Derby).

**JAGUAR XK 150 DHC SE MODEL,** 1958, LHD, auto, totally restored, mint, red/black leather, chrome wires, £25,995. Tel: 01352 712864.

**JAGUAR XK 150 3.4** with overdrive, 1958, totally restored, 500 miles since. BRG, new interior, cww uprated brakes, photographic record and bills, superb throughout, £20,000. Tel: 01452 770721 or 0468 071090 (Gloucester).

**JAGUAR V12 E-TYPE COUPE,** 1971, manual, beige with tan leather, excellent condition all round and a delight to drive, 75,000 miles with history, £11,750. Tel: 01763 241440 day, 01763 289241 eve, Herts.

**JAGUAR MK2 3.8 MOD SALOON,** RHD, 1965, bare shell restoration, tax and tested, burgundy/magnolia interior, ex-South African car, much money spent, £16,995 ono. Tel: 0113 250 8030 or 0831 256600 (Leeds).

**JENSEN J SERIES INTERCEPTOR,** 1973, reluctant sale, genuine enquiries only, 90% renovation. This car has been subject to an extensive and thorough renovation project which although not finished does not need a great deal to restore to full order. Must be seen. Sensible offers only, please phone for details. Tel: 01635 254202.

## L

**LEA FRANCIS,** 1928, two seater with dickey, new hood, tyres, re-built dynamo, clutch and rear hubs, MoT, £9,250. Tel: 01225 811986 eves.

**LANCIA INTEGRALE 16v,** 1990 H, burgundy red, 48,000 miles, £4k spent in last year, new standard springs, adjustable Koni's, mounts, rack, rebuilt gearbox, belts etc. One previous UK owner, immaculate in all respects. Private sale. £8,250 ono. Tel: 01865 874402 or 0976 425058 (Oxfordshire).

**LANCIA FULVIA SPORT ZAGATO,** 1972, rare car in lovely condition, long MoT, tax exempt, seen Worthing area, £4,750 ono. Tel: 01903 784742.

**LAGONDA RAPIDE,** 1962, Goodwood green, fine original car, 80,000 miles, one of only eight cars produced with manual box, £20,000. Tel: 01952 222134.

**LOTUS ELAN +2,** 1968, black badge model, signal yellow with black leather, MoT till October, one previous owner, last owner 15 years, always garaged, good condition, £5,000 ono. Tel: 01622 750629 (Maidstone).

**LOTUS ELISE,** 1997 (P), black/red leather interior, all factory options including alarm/immobiliser, driving lamps, radio cassette, headlamp covers, tonneau, FSH, 20,000 miles, immaculate, £18,500. Tel: 01372 813988 home or 01737 819555 work. Private sale.

**LOTUS EXCEL SE CELEBRATION MODEL,** 1991 (H), only 26,000 miles, 2.2 litre, dark green metallic with full tan leather. Full spec including air conditioning and stacking CD. Recently serviced and MoT'd, immaculate throughout, £11,995. Tel: 01792 873359. Private sale.

**LOTUS XLSE 2.2,** 1992K, BRG/tan hide, PAS, a/c, FSH, 54k, mint condition, virtually the last built, £8,950. Tel: 0161 950 1182/0958 329 443.

**LOTUS ELAN S4 SE DHC,** 1970, red, 60k original miles, vgc, one years MoT, current owner 21 years, £9,995. Tel: Home 01932 858148 or work 01932 220404 Surrey.

**LOTUS ELAN S4 DHC,** 1968, 6,000 miles covered since extensive restoration including new Lotus chassis and engine rebuild to big valve spec, bills for over £8,000, £11,950. Tel: 01722 780257, fax: 780488.

## M

**MASERATI BI-TURBO SPYDER CONVERTIBLE,** 1986, red, navy top, LHD, automatic, air con., 40,000 miles, good condition, £3,995. Kings Road, London. Tel: 0171 565 4367.

**MERCEDES 350 SL,** 1971, immaculate, met red, new cream hide, carpets, hard/soft top, MoT, tax exempt, showroom condition, £10,750 ono. Tel: 01489 781892.

**MERCEDES 450 SLC SPORTS AUTO,** 1979 T, 174k miles, green, MB/FSH, years MoT, tax, excellent condition, leather interior, e/w, sunroof, drives superb, alloys, insurance valuation, £8,500, must be seen. A collectable classic car for quick sale, £5,750. Tel: 0118 971 2882. Private sale.

**MERCEDES 560 SEC AUTO COUPE,** 1986, AMG, stunning white kitted bodywork, lowered, blue leather, service history, new MoT, unleaded, £8,995. Tel: 01843 853844 office, (Kent) 0797 7478911 mobile.

**MERCEDES 450 SLC,** silver blue metallic with matching blue trim, 95,000 miles, two owners, FSH, sunroof, alloy wheels, a/c, long MoT/tax, excellent condition throughout, well worth viewing, offers in the region of £8,500. Tel: 0181 969 9607. Private sale. West London.

**MERCEDES 450 SL,** 1980, cherished number plate, 92,000 miles, comprehensive history file, unmarked champagne metallic, ABS, alloy wheels, hard and soft tops, exceptional throughout, £8,995. Tel: 01403 823723 or 07970 911053.

**MERCEDES BENZ 600 GROSSER,** grand limosine, 1968, build original RHD, one owner since 1970, in near perfect original condition. Price delivered to UK


Jeremy Clarkson on
Ferrari
The most lavishly illustrated and beautifully produced 'no-holds-barred' limited edition book ever published on the subject.
SEE MAIN ADVERTISEMENT FOR DETAILS.
PAGE 35
CREDIT CARD ORDERS
Tel. 01626 354545/Fax. 01626 356185
e-mail: lance@lancaster.uk.net




LEATHER FLIGHT JACKETS
The Original IRVIN
The ultimate motoring jacket designed for WW II fighter pilots, this jacket is the choice of discerning motorists. The warmth and comfort this jacket offers has to be experienced to be believed, Hand tailored by Aviation Leathercraft under exclusive license from the WW II manufacturer.
All sizes available from 36" to 52"
Ladies sizes 10,12,14,16 also.
Priced from £375 inc VAT.
Only this jacket has the approved IRVIN label.
We hand tailor a wide range of leather and sheepskin jackets for the sporting motorist and pilot.

Send for our colour catalogue or visit our web site.
AVIATION LEATHERCRAFT
Aviation Leathercraft, Thruxton Airport, Andover, Hampshire, SP11 8PW UK
Tel : 01264 77 2811 Fax : 01264 77 3102
www.flying-jacket.com
Callers welcome Monday to Friday 9AM-5PM

## Derek J Dean – Lotus Specialist

*290 West End Road, Ruislip Gardens, Middx. HA4 6LS*
*0208-841 6468 01895 674014. Fax: 01895 679124*
*After Hours Mobile: 0797 1123177*

Viewing by appointment please

www.djdean.co.uk E-mail: sales@djdean.co.uk

**97R (88 MODEL) ESPRIT GT3** 2.0 Turbo, 5/speed, Yellow, Black Alcantera, Composite sunroof, air conditioning, power steering, alloy wheels, ABS, stereo, only 7,000 miles.....**£29,995**
**96P ESPRIT 3.5 V8**, Metallic Black, Fawn Leather, sunroof, air conditioning, power steering, latest 1999 alloy wheels, ABS, twin air bags, stereo, 10,000 miles.....**£32,995**
**96N ESPRIT 3.5 V8**, Mauritius Blue, Magnolia leather piped in Blue, sunroof, air conditioning, power steering, Monoblock alloy wheels, ABS, stereo, personalized No. plate, 14,000 miles.....**£29,995**
**96N ESPRIT 3.5 V8**. Metallic Silver, Red leather, electric windows, glass roof, air conditioning, power steering, Monoblock alloy wheels, ABS, stereo, 16,000 miles, full history.....**£28,995**
**96N ESPRIT S4S**, 2.0 litre, left hand drive, Claypso Red, Sand-Hide, air conditioning, OZ wheels, composite sunroof, Clarion stereo, 12,500 kilometres.....**£25,995**
**96N ELAN S2** 1.6 Turbo, 5 speed, British Racing Green, Grey leather, electric windows, power steering, alloy wheels, stereo, limited edition No. 774. One owner, only 11,000 miles.....**£21,995**
**95M ELAN S2**, Pacific Blue, Raven hide piped Blue, Blue hood, alloy wheels, stereo C/D, 28,000 miles. Full Lotus history. Limited Edition No.....**£20,995**
**94M ELAN S2** 1.6 Turbo, Limited Edition No. 120. 5/speed, Modena Green Metallic with Magnolia leather, electric windows, power steering, alloy wheels, stereo, 54,000 miles, FLSH.....**£17,995**
**93L CARLTON 3.6** Twin Turbo 24V. 4/door, 6/speed, Metallic Green, Black leather, (UK) Car 923, 42,000 miles. Full history. Choice of two.....**£25,995**
**93K ESPRIT TURBO SE 2.2**. Left Hand Drive. U.S. Federal spec. Black. Magnolia leather. Glass sunroof. Air conditioning. ABS. 23,000 miles.....**£19,995**
**91J EXCEL 2.2 SE**, 2/door, 5/speed, Silk Red Metallic, Sand hide, electric windows, air conditioning, power steering, alloy wheels, stereo, 80,000 miles, 2 owners, full documented history.....**£9,995**
**91J GREEN CELEBRATION EXCEL** also at.....**£9,995**
**90G ELAN SE 1.6 TURBO**, Red, Black/Red leather, power steering, alloy wheels, stereo, 64,000 miles, full history **£10,995** Another in Silver, 1990H
**89G EXCEL SE 2.2**, 5/speed, Calypso Red, Magnolia leather, power steering, OZ alloy wheels, stereo, 98,000 miles .....**£6,995** Another also in stock with air conditioning
**86D ESPRIT 2.2 TURBO**, 5/speed, British Racing Green Metallic, Tan leather, air conditioning, alloy wheels, stereo, 69,000 miles, full history.....**£10,995**
**85C ESPRIT 2.2 N/A**, 5/speed, Red, half Tan hide, electric windows, glass roof, BBS alloy wheels, stereo, 70,000 miles, last owner 10 years with history.....**£8,995**
**85B ESPRIT 2.2 TURBO**, 5/speed, Ice Blue, Half Blue leather, alloy wheels, stereo, only two owners and 42,000 miles. Full history.....**£9,995**
**85B ESPRIT 2.2 TURBO**, 5/speed, White, Red leather, electric windows, glass roof, air conditioning, BBS alloy wheels, stereo, 60,000 miles, full history.....**£8,995**
**84A EXCEL 2.2** 5/speed, Ice Blue Metallic, power steering, alloy wheels, full history, 80,000 miles.....**£4,495**
**83Y EXCEL 2.2**, 5/speed, White, electric windows, power steering, alloy wheels, 58,000 miles.....**£2,995**
**73L ELAN +2S 130/5**, Metallic Tawny Bronze, Silver Flake roof, Oatmeal trim, electric windows, alloy wheels, original Philips Turnlock radio, last owner 18 years, 57,000 miles.....**£4,995**
**71J EUROPA 1.6 TWIN CAM**, 4/speed, Black with Black interior, alloy wheels, full documented history, last owner 19 years, real time warp car.....**£6,995**

**Lotus Spares Specialist – Many Engines, Gearboxes and Body Panels in stock**

## UNITRUC
## CLASSIC, SPORTS AND RACING CAR TRANSPORTATION SPECIALISTS

Our transporters are state of the art, Formula One spec, and satellite controlled. They are fully enclosed, air ride, double deckers equipped with tail lift, adjustable racking and winch facilities to enable self loading of all types of classic and racing cars. The vehicles are also equipped with individual car covers, full-length awnings and their own power supply enabling on-site display or workshop facilities. This is in addition to safe, discreet transport throughout Europe. Our transporters are available for private hire and will also be attending major motor races and classic events this year, providing a complete service to entrants.



**TOUR AUTO 2000 – a few places still available.**

Our satisfied clients include: Leading Formula One teams, major figures in international motor sport and Heads of State, as well as classic car dealers and owners across the globe.

Single car transporters also available.




For further information please call Peter Reeve
Tel: 01702 297885 Fax: 01702 293486
Or David Baines
Tel: 07801 088140
And visit our web site at: www.unitruc.com

## A NEW SERVICE TO MOTORSPORT READERS

If you're having trouble finding precisely the right classic, vintage or historic racing car, take advantage of the

MOTORSPORT SEARCH SERVICE

If the car you're looking for is for sale, we'll find it for you. Just fax us on: 0181 943 5619 anytime and provide all the details of the car you're searching for. As soon as we've located the car you want, you'll get a call.

# SEARCH SERVICE

MOTORSPORT **FAX: 0181 943 5619** MOTORSPORT

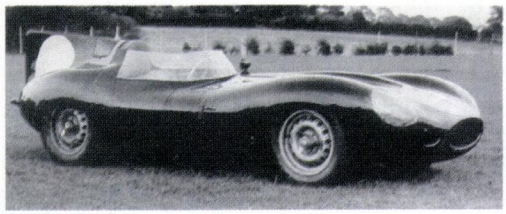
## DUNFORD

CLASSIC AND SPORTS CARS

**DUNFORD "D" TYPE.**

**HANDBUILT TO SPECIAL ORDER ONLY. EXACTLY AS ORIGINAL DESIGN.**

***REASSURINGLY EXPENSIVE***



**"FOR THE PURIST ONLY"**

**AVAILABLE WITH
WIDE ANGLE HEAD*DRY SUMP*SAND CAST WEBERS*
BAGTANK*ORIGINAL TYPE WHEELS AND INSTRUMENTS*
ORIGINAL GEARBOX**

**Units 2 & 3 Rock Channel Quay, Rye, East Sussex TN31 7HL**
**TEL: (+44) 0/1797 224555 FAX: (+44) 0/1797 224666**
**e-mail: sales@jaguar-racing.com web http://www.jaguar-racing.com**

## DAVID A. C. ROYLE & CO. LTD.

**Long established, wealth of experience, whole or part restorations, originality a priority, no compromise on quality.**
**Please ring for a brochure which illustrates our comprehensive services.**

RESTORATION



CONSERVATION

www.david-royle.co.uk e-mail: enquiries@david-royle.co.uk
THE OLD SCHOOL, STAINDROP, DARLINGTON DL2 3NH

STB 27,000.00. Tel: Australia 61 3 9706 1509. Email: heinz@macgen.com/benz600

**MERCEDES SL AND SLC,** choice of models including 380 SL in light metallic blue with dark metalllic blue hard top. Full interior re-trim in light and dark blue leather, cruise control, rear seat, walnut trim, Mercedes alloy wheels, part exchange possible. Tel: 01372 378069 or 0976 203914. T. Surrey.

**MERCEDES 190 SL,** original 190SL RHD, rust free, major restoration, new leather interior, engine rebuild etc, £24,000. Tel: 0171 722 7593, mobile 07977 066905.

**MERCEDES 280 SE 3.5 CONV.,** 1970, RHD, silver, blue, 57,000 original California miles, car in Lille, France, £50,000. Tel: 0032 75291666 or 0033 603037373.

**MERCEDES 190 SL,** LHD import from USA, silver with black leather, black mohair hood, very pretty car, vgc, £21,995. Tel: 0860 8497888 (SW London).

**MG RV8,** 1993, Le Mans green, MK supplied, two owners, 50,000 miles, service history, fine and fast British sports car, £15,900. Tel: 0836 510760 or 01763 287334 (N. Herts).

**MGB GT,** 1976, MoT, tax, 54,000 miles, last owner 20 years, new tyres, exhaust, battery. Also many new spares included in price, £2,850. Phone Ann on 01299 400597 work or 01299 402622 home.

**MINI ERA TURBO SPECIAL,** black/grey, reg. AUG 90, only 1,900 miles, one owner, private plate, 7" wheels, nudge bars, £12,995. Tel: 0831 214222 any-time.

**MORGAN 4/4,** just run in! Bentley racing green, leather, walnut. Folding screens, ally body, stainless exhaust, wires, sidess-creen, carryrack, stereo, spots, fogs, ton-neau, phone charger, immobiliser, costing £25,000 ono. Tel: 01273 601960.

**MORGAN +4,** flat rad, 1952, restored to concours winning standard with period mods., Kingfisher blue coachwork, black leather, £23,950 ono. Tel: 01892 655648.

**MORGAN 4/4,** 1992, four seater, Corsa red, 34,000 miles, Ford 1600 EFi (unleaded), black leather, walnut dash, chrome wires, galvanised chassis, modi-fied suspension, many extras, excellent condition, simply delightful, £17,500 ono. Private sale. Tel: 01749 841084 eves (Somerset).

**MORRIS CONVERTIBLE,** 1958, Old English white, bare metal respray, re-upholstered in red, engine rebuilt, £5,500. Tel: 01722 716309.

**MORGAN 4/4,** 1978, Wexham red, grey leather, 1600 x/flow, rebuilt approx. 10 years ago, ready for hillclimbing or sprint-ing, £10,995. Tel: 0181 567 0570. F.H. Douglas, Morgan Dealer.

**MORGAN PLUS 4 FOUR SEATER,** 1997, indigo blue/blue leather, walnut, aluminium body, stainless exhaust, 12,000 miles, many extras, £21,950. Tel: 0171 435 6865 or 0171 586 7051.

**MORGAN PLUS FOUR (TWO),** 1968, private sale, one must go, 2 or 4 seater, both rebuilt, concours, £19,500. Tel: 0121 704 2516, 0793 9262234.

**MORRIS CONVERTIBLE,** 1958, Old English white, bare metal respray, re-upholstered in red, engine rebuilt, £5,500. Tel: 01722 716309.

### P

**PORSCHE 356 CHESIL 1800cc,** h/s tops, leather, s/s exhaust, 356 p/plate, full badging, just run in, massive saving, £16,995. Tel: 01705 386755.

**PORSCHE 911 3.2 CARRERA CABRIO-LET,** 1989 model, guards red, linen hide, FPSH, £19,995. Porsche 911, 964, 993, RHD/LHD available from £9,995 to £29,995. Porsche purchased for cash. Tel: Paul Stephens Specialist Cars 01440 714884 or www.paulstephenscars.co.uk

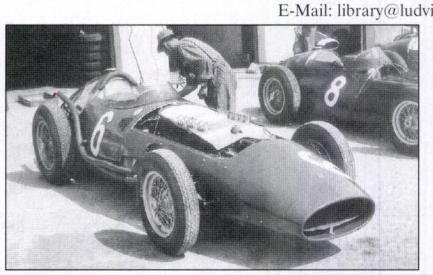
**PORSCHE 911 TURBO,** 1979 model, petrol blue metallic, full leather, two previ-ous owners, FSH, 97,000 miles, one of the best available. Interesting celebrity his-tory, 'Deep Purple', retirement forces sale! £15,950 ono. Tel: 01705 413518 or 01983 533044 Hants.

## Your One-Stop London Source for Automotive Photos and Research

Specialist Automotive and Motor Racing Photo Library that includes much rare and unpublished original material from John Dugdale, Edward Eves, Max Le Grand, Peter Keen, Karl Ludvigsen, Rodolfo Mailander, Ove Nielsen, Stanley Rosenthall and others.

**Tel: +44 0171 837 1700 Fax: +44 0171 837 1776**

E-Mail: library@ludvigsen.com.



LUDVIGSEN®



**WELCOME TO THE LARGEST STOCKIST OF NEW AND USED QUALITY AMERICAN MOTORHOMES.**

**Phone or Fax for our 10 page colour used stock list**

TRAVELWORLD
THE HOME OF AMERICAN MOTORHOMES

Stafford Road, Wolverhampton WV10 6HL, England
Tel: 01902 420724 / 422780 Fax: 01902 423296

CAMBRIDGE MOTORSPORT

**NEW!..**

64 page full colour Tuning & Competition Parts catalogue

Brakes, suspension, clutches, gearsets, differentials, ignition and fuel systems, air filters, starter motors and alternators, competition engine parts for MGB, TR2–6 and Spitfire.

Catalogue cost refundable against first purchase. Cost including postage: UK £4, EC £6, Rest of world £7



Cambridge Motorsport Limited, Caxton Road,
Great Gransden, Nr Sandy, Beds. SG19 3AH. England.
Tel: 01767 677969 Fax: 01767 677026
E-mail: sales@cambridgemotorsport.com
**www.cambridgemotorsport.com**

Designed ProAction Design Ltd. 01480 494860

SALES SERVICING RESTORATION

# TALACREST

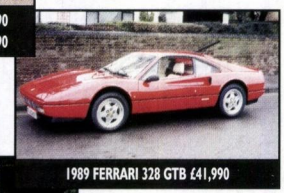
EUROPE'S LEADING FERRARI SPECIALIST



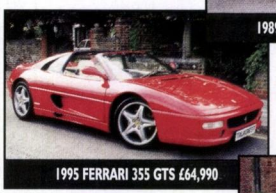
1979 FERRARI 308 GT4 (BLACK) £19,990
1980 FERRARI 308 GT4 (WHITE) £19,990



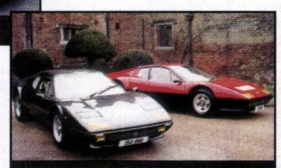
1993 FERRARI 348 TS £41,990



1989 FERRARI 328 GTB £41,990



1995 FERRARI 355 GTS £64,990



1984 FERRARI 512 BBi (MET GREY) £45,990
1980 FERRARI 512 BB (RED) SOLD IT!

A SELECTION OF OUR CURRENT STOCK

**FERRARI ROAD CARS**

| | |
|---|---|
| 1951 340 America 'Vignale' Spyder | £ APPLY |
| 1956 250 BOANO, Alloy body (LHD) | £124,990 |
| 1973 365 GTB/4 Daytona | £69,990 |
| 1974 246 GT | £49,990 |
| 1978 308 GTS | £28,990 |
| 1979 308 GT4 | £19,990 |
| 1979 512 BB | £39,990 |
| 1980 308 GT4 (Rare Two Seater) | £19,990 |
| 1980 512 BB (8,000 Miles) | SOLD IT! |
| 1983 308 GTS QV | £29,990 |
| 1984 512 BBi | £45,990 |
| 1986 328 GTS | £34,990 |
| 1989 328 GTB | £41,990 |
| 1989 Mondial 3.2 Coupe | SOLD IT! |
| 1990 Testarossa | £48,990 |
| 1990 F40 | £149,990 |
| 1990 Mondial 3.4t Coupe | £29,990 |
| 1991 348 TS | £41,990 |
| 1993 348 TS (Gunmetal) | £41,990 |
| 1995 355 GTS | £64,990 |
| 1996 355 GTS | SOLD IT! |
| 1997 355 Spider F1 (Black) | £89,990 |
| 1998 550 Maranello | SOLD IT! |

**FERRARI COMPETITION CARS**

| | |
|---|---|
| 1949 125/166 'FORMULA LIBRE' | £ APPLY |
| 1951 375 F1 | £ APPLY |
| 1967 275 GTB/C | £ APPLY |

**LOTUS**

| | |
|---|---|
| 1991 Excel SE Celebration | £9,990 |

**PORSCHE**

| | |
|---|---|
| 1998 996 Coupe | £52,990 |

**ALL FERRARIS URGENTLY REQUIRED**

For more information please contact Mike Wheeler or Guy Tedder

**Tel: 01784 439797 Fax: 01784 472990 (Sun/Eves) 0860 589703 0467 888190**

Talacrest Limited, 74 Station Rd, Egham, Surrey TW20 9LF England
http://www.racecar.co.uk/talacrest – half a mile from M25, Junction 13, A30

SYMBOLIC
MOTOR CAR COMPANY
GROUP COMPANY

# POOKS MOTOR BOOKS

**Lonely Bookshop seeks Booklovers.**
**3000 sq feet of BLISS.**
**10 mins from Junc 21A of M1.**
**Postal service worldwide.**
FOWKE STREET, ROTHLEY, LEICS LE7 7PJ.
Tel: (0116) 2376222 Fax: (0116) 2376491

The Great British **Steering Wheel**



The Brooklands We manufacture the BROOKLANDS Steering Wheel from the original BLUEMEL tooling. It is not a Far Eastern copy and is made using the original methods and traditional materials. The CENTRE BOSS fixing kit, again from the original tooling, not only fits the MG TC and pre-war MGs, but the TD, TF and MGA. There are boss kits for other makes and kit cars too.

BROOKLANDS AEROSCREENS are made using laminated glass to original specification to suit all vintage and sports cars.

29 YEARS

MG 'T'-TYPE SPARES OUR SPECIALITY: SEND FOR A FREE LIST!

**KIMBLE** Tel: 01803 835757 Fax: 01803 834567
Unit 5, Old Mill Creek, Dartmouth, Devon TQ6 0HN.

The Complete Automobilist

## NEW FROM THE COMPLETE AUTOMOBILIST!

**Stainless steel bonnet hinge 3/8" pin; black linen helmets; old stock washer kits complete; reversing lamps; brass knurled plug-lead nuts; stainless conduit; spotlamp brackets; klaxon terminals; collapsible buckets; 27/28 tooth verniers complete; old stock Aston filler caps at low, low prices! K1-gas units; brass, nickel and chrome mirrors – all types for all ages of motor vehicle – plus 1001 other bits and pieces! ...**
**VISIT OUR NEW WEBSITE!**
**www.completeautomobilist.co.uk**
***Come drive the web with us and scroll throughout our 40 page colour catalogue ...***
***Contact us direct for further information and hear the latest news from the complete automobilist on***
**PHONE (44) 1778 560336 FAX (44) 1778 560738**
**E-mail – colincrabbe@compauto.freeserve.co.uk**
**35/39 MAIN STREET, BASTON, PETERBOROUGH PE6 9NX. ENGLAND.**

# metex car DUSTCOVERS

**British made covers at very affordable prices.**



KEEP YOUR CLASSIC CLEAN AND PROTECTED WITH ONE OF OUR POPULAR COVERS
Made from a hardwearing yet very soft fabric the cover will keep your car dust free, damp free and in the pristine condition you would expect.

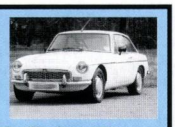
| | | | |
|---|---|---|---|
| LOTUS 7/MINI | £25.50 | MEDIUM SALOONS eg Ford Cortina, Triumph Dolomite | £37.50 |
| SMALL SPORTS CARS eg Austin Healey, MG, TR | £29.50 | LARGE SALOONS eg Rover, Jaguar | £47.50 |
| SMALL SALOONS eg Ford Escort, Triumph Herald Morris Minor etc | £32.50 | LARGE AMERICAN SALOONS ROLLS ROYCE/BENTLEY | £49.50 |
| LARGE SPORTS CARS eg Ferrari, Jaguar (E Type) Aston Martin etc | £37.50 | CANVAS STORAGE BAGS £4.00 Covers available in black or white Please state colour when ordering | |

THIS IS A SMALL SAMPLE OF METEX COVERS. IF YOU DO NOT SEE YOUR CAR ABOVE PLEASE PHONE. WHATEVER YOUR MAKE/MODEL WE'LL HAVE ONE TO FIT YOURS.
All the prices include VAT. PLEASE ADD £5.00 PER ORDER FOR POST & PACKING
If you require any assistance or any other size than the ones above please telephone us and one of our highly qualified staff will deal with you personally. (Trade and overseas enquiries most welcome).

metex car DUSTCOVERS
DEPT MS
WOOD ST. MILL
DARWEN, LANCS BB3 1LS

CREDIT CAR HOTLINES - 01254 704625 / 703893
OR WHY NOT FAX 01254 776927





# ROBIN LACKFORD
## MOTOR ENGINEERING
CLASSIC & SPORTS CAR SPECIALIST

RACE PREPREATION ● SERVICING ● REPAIRS
RESTORATION ● CLASSIC CAR SALES

**LEAD FREE CONVERSIONS FOR CLASSIC CARS**

Castrol
Appointed Stockist Castrol Classic Oil



R MG OWNERS' CLUB MEMBER RECOMMENDED SUPPLIER 1998
Collection and Delivery by arrangment

MG CAR CLUB 1999 TRADE MEMBER

**UNIT 1, FOWLERS BUSINESS CENTRE**
**HENFIELD ROAD, COWFOLD, SUSSEX, RH13 8BS**



TELEPHONE: 01403 864600
MOBILE: 0836 720507




**PORSCHE 356B,** 1963, green with red trim, original RHD, only 21,000 miles from new, fully documented, body and interior immaculate, full restoration in 1991, interesting history and no. plate MVS 850, excellent value £11,000. Tel: 0113 2360970 or 0370 375799.
**PORSCHE 996 CABRIOLET,** 1999, LHD, delivery mileage, UK registered, metallic black/black leather interior, 18" wheels, all extras, £55,000 also Tiptronic. Tel: 0181 209 0481 (UK) or (00-33) 611 534970 (France).
**PORSCHE 944 S 16 VALVE,** 1987 E, RHD, slate grey metallic with full leather cream interior, electric sunroof, turbo undervalance, superchip, extensive history, immaculate, £6,500. Tel: 01767 631414.

### R

**ROLLS ROYCE SILVER WRAITH,** 1954, Hooper touring limousine, electric windows, air con., very sound running, some interior missing, £10,250 ono. Details telephone 01922 476210 Staffordshire.
**ROLLS ROYCE CORNICHE CONVERTIBLE,** 1979, RHD, much money spent to make this a totally immaculate example, finished in Royal blue, re-veneered and polished woodwork, leather retrimmed and hood, not driven winters, exceptional condition, £25,000. Tel: 01255 552100, fax: 01255 552101.
**ROLLS ROYCE RARE MPW CONVERTIBLE,** white, value £38,000, £32,000 recently spent at Rolls Royce Motors, must sell £22,000. All offers considered, dealers welcome. Tel: 0181 201 5215.
**ROLLS ROYCE SILVER DAWN,** 1953, LHD, automatic, Donnelgan green, grey interior, engine overhauled 1998, 4,000 kms on new engine, original condition, rust free ex-Californian car, two owners till 1996, full RRSH, $52,000 US. Tel: ++49 40 45 78 84, ++49 40 44 80 98 99.
**ROVER TOURER,** 1947, fully restored, in superb A1 condition throughout, rebuilt engine, new leather seats, carpets, tyres, hood and tonneau, MoT, £12,500, part exchange considered. Tel: 01473 727038 daytime UK. Private sale.

### S

**SHOGUN 2.5 TD GLX SWB,** P reg., blue, silver, 37,000 miles, service history, air con., electric windows, cruise control, excellent condition, £13,950. Tel: 0181 979 8200.
**SUNBEAM TALBOT MK3,** 1957, excellent mechanically, o/d, MoT, tool kit, good chrome and body, tax exempt, £2,800 ono. Tel: 01273 205507 (E. Sussex).

### T

**TRIUMPH STAG,** 1977, a proper Stag, the real engine, the right bits, no horrible conversions, owned by lady Stag enthusiast for 16 years, new soft top and frame, stainless exhaust, £6,750. Tel: 0831 098360 or 01865 761956.
**TRIUMPH STAG AUTO,** 1976, R reg., yellow, 59,000 miles believed genuine, H/S tops, alloy wheels, original specification, MoT August 00, would consider part exchange for cheaper classic convertible, condition reflected in price, £6,750. Tel: 01357 300481.
**TRIUMPH TR2,** 1955, pearl white, professional chassis up rebuild (photo's of all stages), overdrive, 2.2 litre, red leather, tan side screens, good running order, last owner 25 years, £10,950 ono. Tel: 01628 478913 (Bruce).
**TVR TAMAR,** 1977, unused for some years, not crashed, one owner, offers. Tel: 01305 770088.

### *SITUATION VACANT*

**THE E-TYPE CENTRE,** the largest retailer of E-Types in the world, requires one fully skilled and one apprentice mechanic for their busy workshop. Excellent pay and conditions. C.V. to Box No ??

### *HISTORIC RACE/RALLY*

**TECHNO F3,** 1968, Novamotor

Hewland, very nice original condition, historic, located in the south of France, £16,000. Fax: (0033) 4572704, tel: (0033) 680 353839. Email: fablaren@aol.com

**WANT TO DRIVE** the Mille Miglia 2000? Confirmed entry with Alfa Romeo, serious offers in excess of GBP150.000, email: PEDI@dialstart.net

### SPONSORSHIP

**'HOW TO GET SPONSORSHIP THE DEFINITIVE GUIDE.'** Written by a business man to give you a business-like approach. Don't spend your money, spend someone else's. Tel: 01268 747047. www.sponsorshipbook.force9.co.uk

### SPARES AND ACCESSORIES

**BENTLEY PARTS,** new and used. See Rolls-Royce section. Introcar Ltd.

**DAMAGE FREE CAR TRASPORTER STRAPS,** Basic £13.75, Standard £15.99, Deluxe £19.75. Fits all wheel sizes from Dragsters to Rally Cars - HGV types also. Trail lashing points £4.75; Mini-winch electric £317; Compact 5000lb winch electric £610; H/duty HHyd 8000lb winch £765; Waterproof jacket deluxe £75. 24 hour delivery available, VAT excluded at 17.5% Buy 4 Deluxe get 10% off. Web starter package £299 including Domain name registration. Tel: 01467 625511, www.attdg.co.uk

**LANCIA SPARES AND RESTORATIONS.** Aurelia, Flaminia, Flavia, Fulvia, Stratos original, reproduction and second-hand parts full or part restorations. Fast international mail order service. Omicron Engineering, Mulbarton, Norwich, UK. Tel: ++44 (0) 1508 570351, fax: ++44 (0) 1508 570795.

**ROLLS ROYCE AND BENTLEY PARTS.** New and used for sale and wanted. All model ranges from Silver Ghost to Spirit. Our stock is enormous and cannot be equalled. Phone or fax for a free special offer brochure. Introcar Ltd., London. Tel: 0181 546 2027 (5 lines). Fax: 0181 546 5058.

**QUATTRO SPORTS.** Everything for the UR-Quattro from a service to an engine rebuild, a performance upgrade to secondhand Quattro parts. All at affordable prices. Contact Kim Collins (01444) 451542. www.quattrosports.co.uk

### PROPERTY

**MONACO GRAND PRIX,** beautiful villa to let, easy access, £1,000 per week. Tel: 01628 521419 evenings.

### MOTORING COLLECTORS ITEMS

**AUTOCOURSE 1970-1999,** full set, complete with dust jackets, offers to MS Box No. 17, 60 Waldegrave Road, Teddington, Middlesex TW11 5LG.

**AUTOGRAPHS, AUTOCOURSE** programmes, books, photos, models, brochures, magazines, tapes, art, stickers, ephemera etc, wanted, sale, exchange. Mike Crittenden, 270 Miles Lane, Appley Bridge, Nr Wigan, Lancashire WN6 8EB. Tel: 01257 255975, fax: 01942 497189.

**MOTOR SPORT** 1963-1998, good condition, offers. Tel: 01488 71718.

**MOTOR SPORT** complete, unbound copies, 1964 to 1973 inclusive, excellent condition, offers. Tel: 01539 730575.

**MOTOR SPORT** 1946 to date, complete; Autosport 1957 to date, complete; Veteran and Vintage, complete set; offers over £300 for each. Tel: 01935 422825.

**MOTOR SPORT** 1961-1998, complete and mint condition, mostly bound and indexed, offers. Tel: 01299 832638.

**PIRELLI CALENDARS,** 1973, 1974, 1985, boxed, £20 each. Tel: 0121 353 2888.

**"SPONSORSHIP" GUY EDWARDS,** "Unfair Advantage" Donohue, "GT40" Spain, Goodyear calendars 1977-99, offers. Tel: Jim on 0171 272 5503.


# HURST PARK
**A FAMILY BUSINESS SINCE 1938**

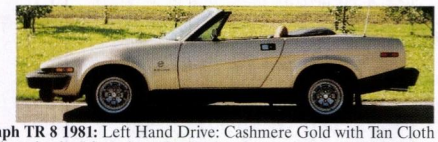
## THREE VERY SPECIAL TRIUMPHS



**Triumph TR6 1974**: Pimento with Black interior. Overdrive. Two owners. 33,000 miles only from new. Superb throughout . . . . . **£12,995**



**Triumph Stag 1974:** Mimosa with Black interior. Alloy wheels. Hard and soft-tops. Manual/Overdrive. PAS. Sundym glass. 13,000 miles only from new. Concours prepared show car. Previously sold by ourselves . . . . . **£13,495**



**Triumph TR 8 1981:** Left Hand Drive: Cashmere Gold with Tan Cloth interior. Alloy wheels, 5 Speed gearbox/PAS. One owner in the U.S.A., one owner in the U.K. (both Triumph collectors). 12,000 miles only from new . . . . **£7,995**

**Hurst Park Automobiles Ltd**
**Office 01372 468487 Fax 01372 471411**
• CARS AVAILABLE FOR VIEWING 7 DAYS A WEEK BY APPOINTMENT ONLY •
FINANCE AVAILABLE, SUBJECT TO STATUS •
• WANTED: CARS OF THE TYPE WE SELL • PART EXCHANGES CONSIDERED •
STORAGE AVAILABLE, LONG OR SHORT TERM





## BRABHAM BT +4 F1 1500cc
1964, engine, twin cam, Europe Champion in 1990, FIA papers. Ready for race
**£29,000**
**Fax: 00 32-2-646 55-59**







# SPORTS & VINTAGE MOTORS

**Send now** for our completely updated and redesigned spares catalogue.
More than **2000** new parts available.
*8th Edition only* **£4**

**Catalogue**
- UK postage paid
- USA airmail $10 *(bills please)*
- Europe £5

***"The No1 Name in Pre-War MG Spares"***

Upper Battlefield Shrewsbury SY4 3DB **Tel:** +44 (0)1939 210458 **Fax:** +44 (0)1939 210644



# F1 TOPGEAR MEMEROBILIA

For a huge selection of drivers signed items go to
www.f1-memerobilia.co.uk
or
**Telephone for details.**
**0121 378 0733**
**Mobile 07808 586755**



# COLLECTORS CARBOOKS
*Specialists in Out of Print and New Motoring Literature*



**14 BEDFORD STREET, WOBURN, BEDFORDSHIRE, MK17 9QB.**
**TELEPHONE: (01525) 290088 - FACSIMILE: (01525) 290044**
**OPEN MONDAY TO SATURDAY 10AM TO 5PM**

WE HAVE THE WIDEST RANGE OF OUT OF PRINT MOTORING BOOKS AND LITERATURE THAT YOU CAN SEE ANYWHERE IN EUROPE!

WE CAN ALSO SUPPLY ANY NEW BOOK CURRENTLY IN PRINT.

WIDE SELECTION OF RACE PROGRAMMES AND MAGAZINES, MOTORSPORT AND AUTOSPORT A SPECIALITY.

WORLDWIDE MAIL ORDER. FREE BOOKSEARCH.

WE ARE CLOSE TO M1 JUNCTIONS 12 & 13 AND ARE LOCATED ON THE MAIN ROAD THROUGH WOBURN

WHY NOT MAKE A FAMILY VISIT? WOBURN HAS PLENTY OF ANTIQUE, GIFT AND CHINA SHOPS, A FINE VARIETY OF PUBS AND RESTAURANTS AND WE HAVE PRIVATE PARKING AT THE REAR OF OUR SHOP.

**Website: www.collectors-carbooks.co.uk**



# ASHTON KEYNES
## VINTAGE RESTORATIONS LIMITED
**Past winner of the Supreme Award by the Hon. Company of Coachmakers & Harness Makers, R.R.E.C. & B.D.C. awards. 1992 Louis Vuitton class award, 1993 Louis Vuitton, 3 class awards and supreme award (Hurlingham). 1995 R.R.E.C. National Rally, Althorpe: 4 top awards. 1995 Louis Vuitton R-R Motors Ltd. award for engineering excellence. 1997 & 1998 R.R.E.C. Masters. B.D.C. class award.**
***Restorers of vintage to modern classic cars.***
**Tel. Cirencester (01285) 861288. Fax: 860604.**
**Ashton Keynes, Swindon, Wiltshire.**
**akvintage@mcmail.com**
**www.vintagecarrestorations.com**



# SOUTH CERNEY ENGINEERING LTD.
A comprehensive specialist machining service to owners of vintage and classic cars

- Valve seat inserts
- White metalling
- Line boring
- Cylinder boring and sleeving
- Crankshaft grinding
- Surface grinding
- Cylinder head reconditioning
- Components manufactured

**Tel: Cirencester (01285) 860295**
**Fax: (01285) 860604**
North End, Ashton Keynes, Swindon, Wilts.
**www.vintagecarrestorations.com**

**HERITAGE CAR HIRE LIMITED**

Phone/Fax: 01732 852333
Goblands Farm, Hadlow,
Kent, England.

**For Sports and Classic Car Hire**



Ideal for birthdays, holidays, anniversaries. Gift vouchers available. From £80 per day incl. VAT & insurance. Daily, weekend and weekly hire available. Call for range of cars and brochure or visit our website.
www.heritagecarhire.co.uk e-mail: info@heritagecarhire.co.uk

*Abbott Racing* MOTORSPORT



**SAAB 900/9-3**

1997 Race Car available as 2.0 normally aspirated (National Saloons) or 2.0/2.3 Turbo. Can be supplied with Suspension, brakes to suit any Championship or track day application.

Contact Ed Abbott for price and further information.

**Tel: 01255 870 636**
E-mail: sales@abbottracing.com

**IAN MASON**

OFFICIAL PARTS & SERVICE AGENTS

139a FRESTON ROAD,
NORTH KENSINGTON
LONDON W10.
TEL. 0171 727 7678
or 0171 727 1944

**MOTORSPORT**

81% of MotorSport readers own their own car.
(Source: Experian Data Ventures October 1998) If your company can help our readers keep their pride and joy in the best possible condition

**Call 0181 943 5674**

46% of MotorSport readers are directors, managers or professionals.
(Source: Experian Data Ventures October 1998) If this is the calibre of client your company is seeking to attract

**Call 0181 943 5674**

THE HISTORIC LOTUS SPECIALIST

**MIKE BROTHERWOOD**



EARLY SPACE-FRAME SPORTS RACERS AND SINGLE SEATERS SPECIALISTS IN COVENTRY CLIMAX ENGINES

**WANTED** - EARLY LOTUS SPORTS RACING CARS OR SIMILAR TO RESTORE



*Historic Lotus Specialist*

TEL: 01380-859989 Days
FAX 01249-760530 24 Hours • TEL: 01249-760284 Eves

**Kent High Performance Cars (Sales) Ltd**

*FERRARI SPECIALIST SALES*

*www.khpc.co.uk*

*01622 663308*

**TINWORM BOOKS**

FOR A MASSIVE RANGE OF OUT OF PRINT MOTORING BIOGRAPHIES, MARQUE HISTORIES, MOTORING HUMOUR, MOTOR SPORT, RALLYING, MANUALS, HANDBOOKS, MAGAZINES AND MISCELLANEOUS MOTORING LITERATURE PLEASE CONTACT:

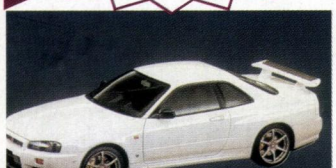
**www.tinwormbooks.co.uk**
**E-mail:**
**gavin@tinwormbooks.co.uk**
**Phone/fax:**
**01672 810861**

**Mitsubishi EVO VI**



£29,250
NOW IN STOCK

**Skyline GT-R R34**



£43,995
NOW IN STOCK

**Figaro Carz**

Figaro Cars Ltd
Empire Way
Wembley
Middlesex
HA9 0LN

**Phone: 0181 903 8135**

Fax: 0181 903 1487

Email: srm@figarocars.plc.uk

For a complete list of our stock please see our website www.figarocars.plc.uk

- SVA test certificate issued by DVLA certifying UK roadworthiness available on all our new cars.
- Our own 3 year unlimited mileage warranty on all our new cars.
- *Figaro* seal of approval on all our new cars.
- Deposits held by a City firm of solicitors and released upon good delivery.
- Many other parallel import cars available from stock.

**ALAN CARRINGTON**

*Specialist in Classic and Sports Cars*

**1969 Lamborghini Miura.** Rosso red with perfect original red & black interior. This 2 owner car from new, last owner 21 years, has only covered 52,000 km and has just had full restoration to very near concours. It is in LHD form with parshal upgrade to SV spec.. .....**POA**

**1979 Ferrari 512 BB.** Rosso red with black hide. This wonderful 70's super car is in near perfect condition and having benefited from a major overhaul very recently was £48,000 reduced ..... .....**£42,500**

**1971 Jaguar E-Type V12 FHC.** LHD. Old English white, black hide, undergoing full restoration to near concours condition, manual gearbox, chrome wires, numbers match, 60,000 genuine miles, was £21,000, reduced .....**£18,500**

**1964 Jaguar MkII 3.4 MOD.** Old English white with red hide interior, an older restoration still in very good condition, but does require some coach trimming..... .....**£7,995**

**1964 Jaguar MkII 3.8 MOD.** Gunmetal with red, undergoing full restoration to road/race specification. Too many goodies to list, very serious .....**POA**

**1965 Daimler 2.5 V8 MOD.** Old English white with nearly new navy hide. This car has just had a bare metal respray and new wire wheels, she drives perfect..**£7,995**

**1976 Porsche 911 Carrera.** Dark metallic blue, new tan hide, new 'Fuch' alloys 16" with 3.0 ltr engine in LHD form, immaculate, was £9,995, reduced .....**£8,500**

**1962 Mercedes 190 SL.** Red with black hide. This car has undergone a full ground up restoration and can only be described as concours plus condition .....**POA**

**1964 Alfa Giulia Spider.** Ivory with red hide, a beautiful sixties classic Italian convertible, having had a fortune spent now in concours condition, you won't find a better one .....**£18,500**

**1987 Jaguar V12 HE.** Antilope with doe skin interior, one owner for many years, star fish alloys, the car is in superb condition ..... .....**£2,995**

**1968 Daimler 420.** Gunmetal with red hide. This appreciating car is in fabulous condition and drives perfect, complimented by chrome wire wheels.....**£8,750**

**1966 Lincoln Continental Convertible.** White with new red interior, 462ci auto trans fully loaded with retractable hood is in superb condition .....**£6,500**

**1965 Mercedes 300 SE.** Grey with perfect red hide interior, totally original inc white steering wheel, one of only 600 RHD with air suspension. Requires re-commissioning.....**£1,595**

**CALL NOW FOR AN APPOINTMENT TO VIEW**
**Telephone 01732 886262 • 0860 561163 (Mobile)**
**Fax: 01732 886363**

**FI MOTORSPORT MODELS**

RARE FORMULA 1 MODELS AND MEMORABILIA FOR SALE.

WE ALSO OFFER A SEARCH SERVICE.

MODELS AND MEMORABILIA PURCHASED.

VIEWING BY APPOINTMENT.

**Tel: 01908 645088**
**Tel/Fax: 01908 645140**
**Mobile: 0589 875063**

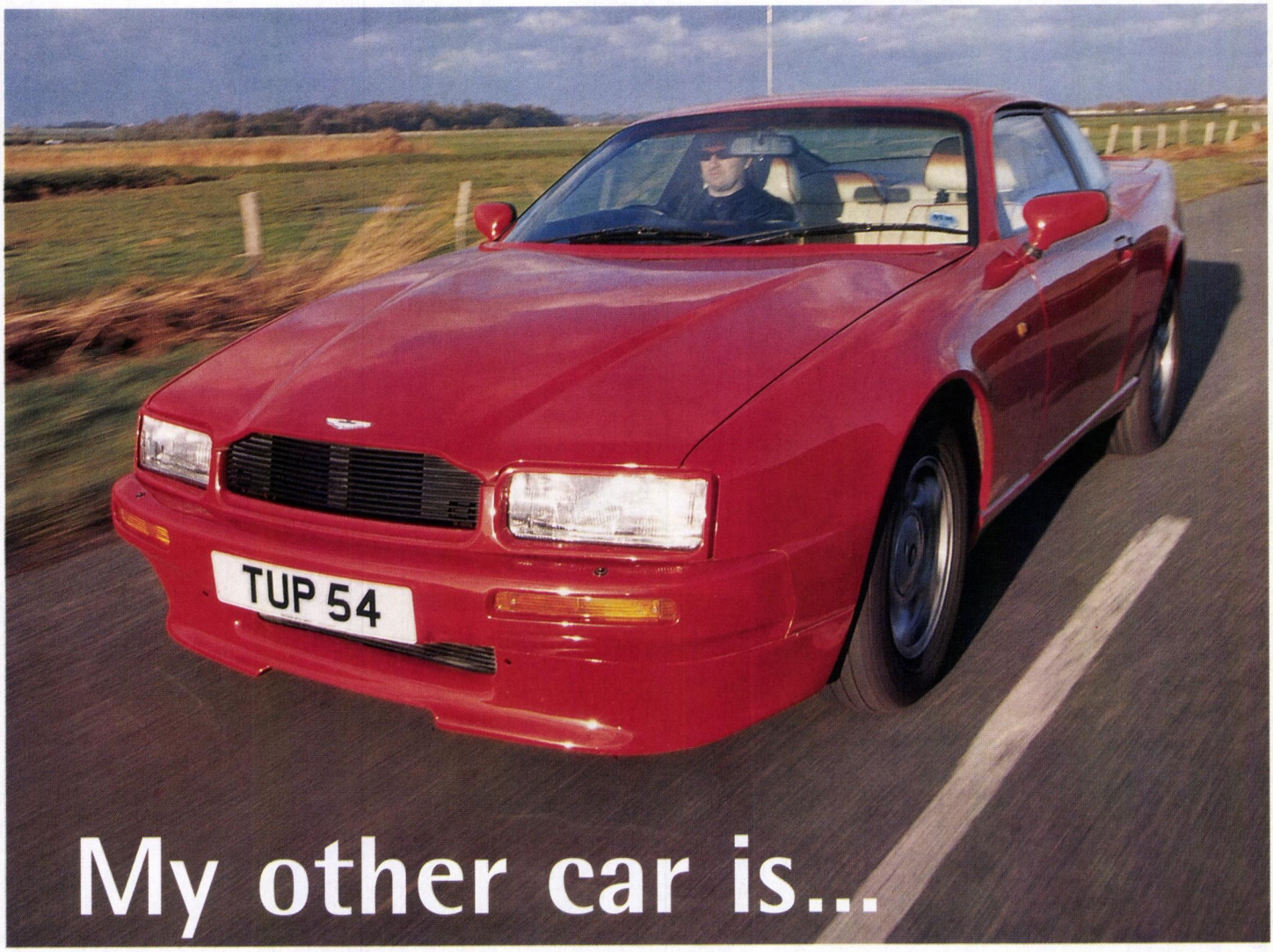
**VP Racing Fuels**

***LEADED FUELS***

Up to 119 Motor Octane
Compressions up to 16:1
For full details and complete product list
**Tel: 01933 312735**
**Fax: 01933 317171**

# Classic Car Club

## The original and still the best




# My other car is...

## a Ferrari, Porsche, Lotus, Lamborghini, Rolls, Mercedes, Alfa, Triumph...

- Pay an all inclusive annual fee
- Receive an allocation of points
- Trade points for days in cars

## Join the Club
## Drive the cars

4 - 24 Britannia Street London WC1X9JD

Telephone 0171 713 7313 Facsimile 0171 713 7316

**www.classiccarclub.co.uk** E-mail dk@classiccarclub.demon.co.uk





# WANTED

Post and pre-war classics required. Saloons, tourers and sports cars, excellent replica's eg D and C Types, Kougers, Cobra's or similar. Also wanted from concours to restoration projects. Willing to travel immediate decision and payment

**GIVE US A TRY – PLEASE PHONE JOHN HEDA ON – Tel: 01703 556300. Mobile: 0836 263471.**



## LOLA T200 FORMULA FORD

Rebuilt by Chris Fox.
Used for 2 seasons only.
Excellent condition.
FIA papers.

**£12,000**

**Tel: 01449 740544**

## WOODMANCOTE GARAGE SERVICES LTD.

## CATERHAM

AGENT FOR GLOUCESTSHIRE AND THE SOUTH WEST

| 1993 L CATERHAM 7 16 VALVE 2 LITRE VAUXHALL | 1991 Q CATERHAM 7 1700 SPRINT | 1996 P CATERHAM 7 1600 K SERIES | 1989 Q CATERHAM 7 1800 ZETEC |
|---|---|---|---|
| Green with yellow stripe, flared wings, 5 speed, Dion with LSD, leather, 4 point belts, 4 point harnesses. | Green with yellow bonnet stripe, flared wings, leather seats, 14 inch revolution wheels, 2 owners only, 7,500 miles. | Supersport. Ferrari red, 7,000 miles, two owners, quick release full harness, plumbed in extinguisher, external cut off, big brakes, adjustable suspension, cycle wings, 13" gold Minilites. | Ferrari red, 26,000 miles, one owner, flared wings, 4 speed, straight cut gearbox, FIA roll bar, cloth sliding seats, long cockpit, 14" Minilites. |
| £14,999 | £17,950 | £16,950 | £10,950 |

PART EXCHANGE, FINANCE, EXTENDED WARRANTIES AND HUMOUR AVAILABLE

WOODMANCOTE GARAGE
CAM DURSLEY
GLOUCESTERSHIRE
GL11 4AG

TEL: 01453 544321
FAX: 01453 544671
E-MAIL: jvicker@woodmancotegs.prestel.co.uk
SALES - JOHN VICKER
SERVICE - RHYS WOODS

## ASPEN Hospitality

### Sports Car, Vintage & Historic Car Racing

Why not treat yourself to a ful day's hospitality at *Donington Park*

| | | |
|---|---|---|
| Sun 2 April | Formula Palmer Audi, TVR Tuscan, Porsche | £45.00 Per Person |
| Sun 16 April | Historic Sport Car Club Championship | £35.00 Per Person |
| Mon 24 April | Auto Trader British Touring Car Championship 3 & 4 | £55.00 Per Person |
| Sun 7 May | 'Powerdoor' Formula 3 GT Saloons | £45.00 Per Person |
| Sun 21 May | VSCC Richard Seaman Vintage Car Races | £35.00 Per Person |
| Sun 4 June | 25 Years of Jaguar XJS Race Meeting | £40.00 Per Person |
| Sun 1 Oct | Aston Martin Owners Club Finals | £40.00 Per Person |

*All prices include VAT*

**Package includes**
Admission to Circuit including paddock transfer, Full VIP Hospitality in our Craner Curves suite (complete with balcony), Souvenir Programme, Colour TV linked into CCTV, Quality VII buffet lunch to include wine, Complimentary tea, coffee & soft drinks throughout the day, Event management staff present.

To book an event or for further details please contact Michelle on
**Tel: 01332 671123 or Fax: 01322 668760**
**or visit our Website www.aspenhospitality.co.uk**

## Xanthos Sports Cars

SPECIALIST RESTORERS & REMANUFACTURERS OF SPARES FOR LOTUS 7/22/23B

Most spares from stock inc. 7/22/23B space frame chassis, magnesium uprights & wobbly web wheels, AR & NR brake calipers, discs, persepex etc.

Also kits of parts available for Xanthos 23 replica for road or race use.

**Tel: 01297 23566**
**Fax: 01297 22819**
**Mobile: 07971 446459**

## ARIAS PISTONS

### FORGED PISTONS AND SPECIALIST ENGINE COMPONENTS

- Forged pistons for every application to 140mm bore
- Steel, titanium and aluminium connecting rods
- Piston rings and pins
- Liners, block sleeves & lightweight pushrods

***ARIAS PISTONS LTD***
Brookers Road Industrial Estate, Billingshurst, RH14 9RZ. England
Tel: +44(0)1403 784022 Fax: +44(0)1403 782022
Email: pistons@arias.co.uk

## The Chelsea Workshop

(SPECIALISTS IN ROLLS-ROYCE & BENTLEY MOTOR VEHICLES)

## ALL MODELS AVAILABLE FROM 1950-1999



### SALE, SERVICE & HIGH CLASS RESTORATION

**Nell Gwynn House, Draycott Avenue, Chelsea, London SW3 3AU**
**Tel: 0171 584 8363/4**
**Inter Net: www.chelseaworkshop.co.uk**
**E-mail: chelseaworkshop@compuserve.com**

## *Passionate about Ferrari*

## M.H.T

*Authorised Dealer*



**1997 R 355GTS**
Rosso/crema
4,355 miles
**£86,950**

**1995 N 348 Spider**
Blue/Grey 19,271 miles
**£53,750**



**OTHER CARS**

**96 P 355 Spider**
Rosso/Black/rosso
9600 miles **£79,500**

**96P 355 Berlinetta.**
Rosso/crema/rosso
STC option.
20,006 miles **£74,950**

**94M 456GT.**
Argento/dark blue
15,800 miles **£77,950**

**92 K Mondial**
Rosso/crema/rosso
19500 miles **£34,950**

**87 D 328 GTS**
Rosso/Crema/rosso
72,000 miles **£31,950**

MHT West End Northleach
Gloucestershire GL54 3HA.

**SALES: 01451 861355**
***OUT OF HOURS:* 07808 812260**
***SERVICE:* 01451 861051**
***FAX:* 01451 861044**
www.mhtferrari.co.uk
Mortimer Houghton Turner Limited

formula
APPROVED PRE-OWNED CARS

## MOTORSPORT

81% of MotorSport readers own their own car.

(Source: Experian Data Ventures October 1998)

If your company can help our readers keep their pride and joy in the best possible condition

**Call 0181 943 5674**

46% of MotorSport readers are directors, managers or professionals.

(Source: Experian Data Ventures October 1998)

If this is the calibre of client your company is seeking to attract

**Call 0181 943 5674**

# The World's Historic Racing Cars For Sale

ROYAL PURPLE

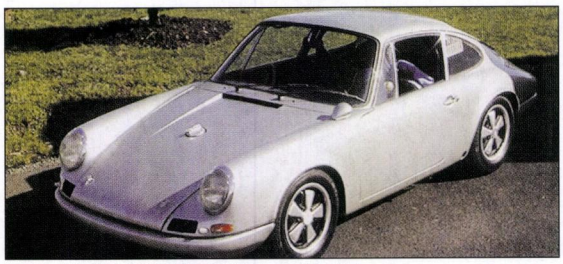
## CAVALLINO HOLDINGS, LTD.

*P.O. Box 21749, Seattle, WA 98111-3749*
*Telephone: (206) 622-0100 Telefax: (206) 689-2404*




**1997 MONACO & SPA WINNING FERRARI F310-B FORMULA ONE CAR**

Michael Schumacher drove this car to victory at Monaco and Spa in 1997. He finished 4th in Spain and Hungry and the car was driven by Eddie Irvine to a 16th in Japan. An outstanding example of the finest technology that Maranello has ever produced. Chassis #648N-175. Fantastic sounding V-10 - 700 HP engine. Fully restored by the Ferrari F-1 factory to race-ready condition using many new parts. Comes complete with a set of spare wheels, a complete spare engine, and all special tools and equipment to operate. Additionally, a test session with factory mechanics in attendance will be provided for the new owner. A very rare opportunity to own a special machine with truly spectacular race history. Serious parties should fax Dominic at (206) 689-2433 or e-mail: dominicd@seattle.orcabay.com



**1967 PORSCHE 911R - SUPER LIGHTWEIGHT RACE CAR**

2 door coupe silver exterior/black interior. Correct-type 1991cc all-magnesium engine - 225 HP. Nice, very original car. Good body exterior/interior. Runs well. Needs some minor cosmetic & mechanical work. Ex-Matsuda. No.20 of only 20 super-lightweight 911R race cars ever built by the factory for racing. Weighs only 1700 lbs. A very rare and special car. Asking $350,000 or offer. Serious inquiries should fax Dominic at: (206) 689-2433 or e-mail: dominicd@seattle.orcabay.com

## MOTORSPORT

81% of MotorSport readers own their own car.

(Source: Experian Data Ventures October 1998)

If your company can help our readers keep their pride and joy in the best possible condition

**Call 0181 943 5674**

46% of MotorSport readers are directors, managers or professionals.

(Source: Experian Data Ventures October 1998)

If this is the calibre of client your company is seeking to attract

**Call 0181 943 5674**

## ROYAL PURPLE

### SYNTHETIC MOTOR OILS

Claimed by Royal Purple to be the Most Advanced Synthetic Motor Oils and Lubricants ever made.

Developed through years of Racing around the world in NASCAR, IRL, SPORTS-CARS, NHRA, SCCA, SUPERBIKE, to name but a few.

Royal Purple has been proven to far surpass other leading brands of oil and lubricants. Has been proven to increase Horse Power, it lasts considerably longer than equivalent oils, therefore giving better engine and gearbox protection

**FEEL THE DIFFERENCE**

For full details and supplies contact **MILLENNIUM MOTORSPORT UK LTD** The UK's only authorised distributor

**01209 718880, fax: 01209 610212 E-mail: bpracing@aol.com**




**Full Race FIA 1963 Jaguar E-Type Roadster (Lightweight)**

Aluminium Tub, 3.8 litre race engine Webers, Peg Drive wheels on Dunlops, fully sorted and freshened for 2000 Season. Competed in 99 at Coys, Brands 3 Hrs and Spa 6 Hr (3rd in class). This is a proper racing car therefore serious enquiries only to

**(44) (0)1285 821203 (0)7775 722288**

## CHRIS ALFORD RACING & SPORTSCARS

NEWLAND COTTAGE, HASSOCKS, WEST SUSSEX, BN6 8NU
PHONE: 01273 845966, FAX: 01273 846736




**1964 BRABHAM BT9 FORMULA 3.** A really lovely little car. Very original and genuinely ex Sir Frank Williams and Piers Courage. **"This car is so nice I don't care if it sells or not"** ..... **£12,950**




**1960 LOTUS 18 FORMULA JUNIOR.** Immaculately restored, very original, perfect car for Coupe Laurri events. Goodwood or Coy's. **"The car of the year"** ..... **£19,950**




**1965 BRABHAM BT14 FORMULA LIBRA.** 1600cc Lotus twin cam engine, a well known class winning car in HSCC events, in superb race ready condition. **"The car of the month"** ..... **£27,950**



**1971 ELDEN MK8 "HISTORIC" FORMULA FORD.** Ready to rock and roll, the car that Danny Sullivan started his carrer with, even I managed to win two races in it so it must be good. **"The ultimate pre 71 Formula Ford"** ..... **£12,950**




**1969 MERLYN Mk11A "HISTORIC" FORMULA FORD.** Gary Kings novice championship winning car. Race ready and in excellent condition. **"Very good value indeed"** ..... **£12,500**



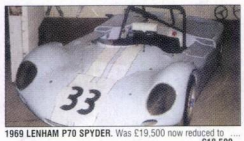

**1978 ROYALE RP27 FORMULA FORD 2000.** In mint condition and on the button, ideal for a budget entry to the world of slicks & wings. There is a lot of good racing for these FF2000 cars. **"The formula for success"** ..... **£6,950**

### IT'S SALE TIME

**THE FOLLOWING TEN CARS HAVE BEEN IN STOCK TOO LONG – THEY ARE GROWING ROOTS!! NOTE REDUCED PRICES BUT ANY REASONABLE, SENSIBLE OFFER WILL BE CONSIDERED. CALL NOW!!! - 0410 292866.**




**1973 OSELLA PA3 GROUP SIX SPORTS RACER.** Was £48,000 now only ..... **£42,500**




**1969 LENHAM P70 SPYDER.** Was £19,500 now reduced to ..... **£18,500**



**1963 MARINA ROLL ROYCE.** Was £49,500 now down to ..... **£35,000**



**1965 GERHARDT FORD INDY CAR.** Was £45,000 reduced to ..... **£37,500**




**1978 RALT RT1 "TOYOTA" FORMULA 3.** Reduced from £10,000 now only ..... **£8,500**




**1972 MARCH 723 "CLASSIC" FORMULA 3.** Was £12,500 now ..... **£11,950**



**1971 TITAN Mk6 "HISTORIC" FORMULA FORD.** Reduced from £12,950 to ..... **£11,950**



**1963 MERLYN Mk7 FORMULA JUNIOR.** Was £14,500 now only ..... **£13,500**



**1968 RUSSELL ALEXIS Mk14 HISTORIC FORMULA FORD.** Restored, on the button, and very original. A great car for HSCC events. **"Could be a good bet"** ..... **£10,950**



**1960 BOWDEN SUPER TWO 1172 FORD SPECIAL.** Was £4,950 now affordable summer time fun for only ..... **£2,950**

**ALSO AVAILABLE:** 1971 BRABHAM BT 35 FORMULA TWO £20,000; 1960 LOLA MKII FRONT ENGINE FORMULA JUNIOR £25,000; 1971 LEDA F5000 £35,000; 1971 McLAREN M18 F5000 FOR RESTORATION £32,500; 1970 McLAREN M10B F5000 FOR RESTORATION £27,500; 1970 CHEVRON B19 GROUP SIX £65,000; 1978 MARTIN BM17 SPORTS 20000 £17,500; 1968 LOTUS 51 FORMULA FORD £20,000; 1968 TITAN Mk4 FORMULA FORD £15,000. **REGISTRATION No.** 88TMM.

**1ST FOR HISTORIC RACING CARS**
**PHONE 01273 845966 FAX 01273 846736**
**MOBILE 0410 292866**
**View by appointment only please**

# The World's Historic Racing Cars For Sale

ROYAL PURPLE

## TERZO DALIA - ITALY - FAX: +39 0522 856984 - TEL: +39 0335 6290606



**BMS DALLARA SCUDERIA ITALIA,** 1992, ex-driver Pierluigi Martini, engine Ferrari, 12 cylinders, air compressed starter included, 4 wheels, 4 tyres, 4 carbonium disc brakes ..... **£95,000**



**LOLA LAROUSSE,** 1988, ex-driver Philip Aliot, engine Ford 8 cylinders, air compressed starter included, 4 wheels, 4 tyres ..... **£84,000**



**BMS DALLARA SCUDERIA ITALIA,** 1991, ex-driver Emanuele Pirro, engine 10 cylinders Jud, air compressed starter included, 4 wheels, 4 tyres ..... **£70,000**
+ A new engine Jud 10 cylinders ..... **£19,000**

## GRAND PRIX TOPGEAR



WILLIAMS WINFIELD SHOWCAR



ASCARI FERRARI RACE TROPHY



TWR 'DANKA' SHOWCAR



GRAND PRIX TOPGEAR
THE OLD MILL, MILL END, STANDON, HERTS SG11 1LR (NR. HERTFORD)
TEL: (0)7000 553949 • FAX: (0)7000 727929 • Email: f1@topgear.org www.topgear.org

## Historic Formula One - 3.0 Litre



### March 811 '81

One of the most successful historic F1 cars raced, with numerous lap records and outright wins, including Belgian Historic GP.
Currently in Guinness livery but could also be run in it's Rothmans colours.
**£39,500**
excl. DFV currently fitted; available by sep neg, if required
**Tel: 01202 581553 Mobile: 0802 367390**



## 1928 BUGATTI TYPE 37A GRAND PRIX SUPERCHARGED

Chassis 37343
Engine 218CP
Frame number 605

A highly original Grand Prix Bugatti still with its original bodywork. This completely genuine GP Bugatti is thought to be one of the best five of its type remaining in the world today.
Recently completely overhauled mechanically, with UK MoT and taxes paid in the EEC
Fitted with electric starter and ready to go!

**Price £180,000**
**Tel: 44 (0) 1794 388562**
**Fax: 44 (0) 1794 388163**
**Hampshire UK**

## HALL & FOWLER



*ELVA 200*



*ELVA 300*

Too late for Monaco, but with FJ races at Coys & Goodwood as well as the FIA & AMOC Championship, these unusual and competitive Juniors represent excellent value. Until now they have formed part of one of the premier private racing car collections.

**For details call:**
**Hall & Fowler: 01529 497366**
**Fax: 01529 497259**
**or Bill Harding: 01932 247907**
**Fax: 01932 223082**

ROYAL PURPLE

## SYNTHETIC MOTOR OILS

Claimed by Royal Purple to be the Most Advanced Synthetic Motor Oils and Lubricants ever made.

Developed through years of Racing around the world in NASCAR, IRL, SPORTSCARS, NHRA, SCCA, SUPERBIKE, to name but a few.

Royal Purple has been proven to far surpass other leading brands of oil and lubricants. Has been proven to increase Horse Power, it lasts considerably longer than equivalent oils, therefore giving better engine and gearbox protection

**FEEL THE DIFFERENCE**

For full details and supplies contact **MILLENNIUM MOTORSPORT UK LTD** The UK's only authorised distributor

**01209 718880,**
**fax: 01209 610212**
**E-mail:**
**bpracing@aol.com**

# The World's Historic Racing Cars For Sale

ROYAL PURPLE

## TEKNIS

HAMPSHIRE/WEST SUSSEX BORDERS. TEL: 01256 861808 24 hr ANSAFONE. MOBILE: 07776 143766. NICHOLAS OVERALL: 01428 707168. MARTIN DADSWELL: 0780816 0003

**SPECIALISTS IN CONSIGNMENT SALES FOR YOUR HISTORIC RACING & CLASSIC CARS**



**BRABHAM BT40.** Ex Watson 1972 on the button with BDG and FG400 Hewland box. Excellent and complete history.....**£23,000**



**FORD CHEVROLET CAMARO.** Suitable for HSCC. Post 70's Championship full history. Telephone for full specification. Excellent order throughout.....**£16,950**



**TECNO 1971.** Totally rebuilt but needs fuel tanks, fire extinguisher. BDA & FT200, ex-Depailler & Jabouille .....**£23,500**



**TECHNO 1971.** Ex-Cevert BDA on fuel injection FT 200. Some spares. Absolutely on the button, extremely clean and complete history .....**£32,500**



**McLaren 1966 M4A.** A simply stunning car with FVA & Hewland box. Complete with FIA papers.....**£49,950**



**FIAT 850 ABARTH TC.** Lovely condition to Group 2 racing spec. Must be viewed .....**£15,500**



**RAE 1968 CLUBMANS.** 1300cc. Loads of spares, race prepared. Excellent order throughout .....**£5,950**



**FF2000 MERLIN MK28,** 1978, complete ready to go, suitable Derek Bell series, only .....**£10,500**



**KITCHEN F.5000.** FIA papers, 1969 car has been totally rebuilt, TWR Reno engine, competitive car for F5000 Series, Derek Bell etc .....**£27,500**



**JENSEN INTERCEPTOR** with Holley carburettor conversion. This is an excellent example with a good history. It is unlikely you will find better .....**£7,950**



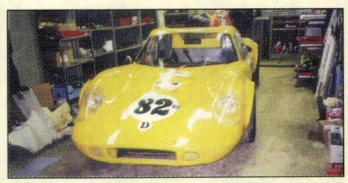
**DAIMLER 1964,** all round excellent condition, good history .....**£7,950**



**1969 MGA FHC.** Full history, low mileage, leather seats. A very nice example.....**£9,450**



**ALFA ROMEO SPIDER 2600,** 1964 road/race car uprated engine. Lowered supsension, new hood, truly exhilarating .....**£ Offers over £10,000**



**CHEVRON B8,** 1968, good original version, BMW engine, full papers, ring for details .....**£48,950**



**ALFA ROMEO SPRINT 2600,** 1964, road/race. Rebuilt engine, race seat, very clean usable example .....**£ Offers over £5,000**



**F3 LOLA T670 ARIE LUYENDYK.** FIA papers applied for, Quaifes to race in HSCC F3. Fresh engine, spare set wheels.....**£12,995 ovno**



**MGB GT.** Chrome bumpers, red leather interior. Phase 2 engine. A superb example.....**£4,950**



**FORMULA JUNIOR SAUTER.** Entry accepted for Historic Monaco Formula Junior Race. Only one made. Absolutely unique .....**£22,500**

## ALSO AVAILABLE

**FERRARI 328S, FSH, 53,000 MILES, RED TAN INTERIOR £29,950. LASER FORMULA FORD, COMPLETE AND ON THE BUTTON £4,950. MARCH 742 FOR TOTAL REBUILD £6,750. MALLOCK Mk20B QUAIFE GEARBOX AND SHALF SHAFTS, 1600 FORD TURBO CHARGED ENGINE FANTASTIC HILL CLIMB/SPRING CAR "£7,950. FORD CARGO TRANSPORTER, 2' CAR CARRIER, SUPERB CONDITION £8,950. AUSTIN 7 RUBY FULLY REVBUILT ENGINE MoT'D, NOT YET RUN IN £2,500. FORD ESCORT CALIBRE 1984 BLUE NEW MoT, FULLY SERVICED £795. CITREON BX19 DIESEL, NEW MoT, FULLY SERVICED, GREEN, TOWBAR £995.**

# WE ARE CONSTANTLY LOOKING TO TAKE ON NEW CONSIGNMENT CARS FOR SALE

**WANTED ANY MOTORSPORT AUTOMOBILIA**

**SUPERB STORAGE FACILITIES AVAILABLE VIEWING Mon – Fri. 9–6**
**Weekends by appointment www.classiccarstorage.co.uk**

Andy Bell
Judy Hogg

ECURIE BERTELLI
Pre-war Aston Martins

ASTON MARTIN

Telephone: 01234 240024
Fax: 01234 240054
e-mail.ecubert@nccnet.co.uk



**1933 Le Mans 2/4 seater.** Professionally converted to short chassis specification by Morntane Engineering. Recent total engine rebuild by Ecurie Bertelli to Ulster specification with steel crank and rods, yet to be run in. Green with light green upholstery. A fast and beautiful car ..... **£75,000**

**1933 1½ litre 2/4 seater Le Mans.** Recent engine rebuild, steel crank and rods, yet to be run in, stored past 5 years. Good condition. Red with black upholstery ..... **£60,000**

**1936 2 Litre Type 'C'.** Totally original, 3,000 miles since complete restoration. The best in the world. Green with black upholstery. ..... **£105,000**

**1930 International 2/4 seater.** Engine uprated to Le Mans specification. Well maintained, fast car. Dark blue, grey upholstery ..... **£45,000**

**1936 2 litre Speed Model replica,** on a shortened saloon chassis. Ulster 2 seat body, Ecurie Bertelli built engine and gearbox. Low mileage since rebuild. Dark blue, blue upholstery ..... **£55,000**

**1932 International 1½ Litre, 2/4 Seater.** Very original and well maintained short chassis car. One owner last 18 years, very little used, above average condition. Black with red upholstery ..... **£50,000**

No. 53 Stilebrook Road
Yardley Road Industrial Estate
Olney MK46 5EA



# car care WORKS

Aston Martin Specialists Since 1968.

SALES • SERVICE • COACHWORKS



1998 DB7 Finished in British Racing Green with Parchment Hide, sports exhaust, magnesium wheels, manual transmission. 9,000 miles ..... £69,950



1995 DB7 Finished in Brecon with parchment hide woodrim steering wheel and gearknob, 29,000 miles ..... £55,950



1997 Vantage Finished in Carbon Metallic with Claret hide, CD autochanger, sports exhaust, manual transmission, 12,000 miles ..... £119,950



1990 Virage Finished in Buckinghamshire Green with Parchment hide, CD autochanger, manual transmission. 20,000 miles. ..... £42,950

1989 VANTAGE Balmoral Green, Fawn piped Dark Green. 24k miles ..... £69,950
1995 DB7 Mendip Blue, Smoke piped Pacific. 23k miles ..... £57,950
1996 DB7 LHD Malvern SIlver, Charcoal. 50k Km ..... £46,950
1995 DB7 Brecon, Parchment piped Oxblood. 49k miles ..... £44,950
1990 LAGONDA Royal Blue, Parchment piped Dark Blue. 14k miles ..... £42,950
1983 VANTAGE Warwick Blue, Slate Grey piped, Dark Blue. 49k miles ..... £36,950
1964 ROLLS ROYCE PHANTOM V Black/Garnet. 53k miles ..... £P.O.A.
1996 MERCEDES SL320 LHD Blue/Black, Black hide. 31k Km ..... £31,950
1976 JAGUAR/HERRITAGE C TYPE Blue, Black hide. 4k miles ..... £26,950
1979 ROLLS ROYCE Silver Shadow II, Chestnut, Magnolia. 109k miles ..... £11,950

Service workshops, coachwork facility, bespoke DB7 enhancements, full restorations undertaken. Commission sales undertaken and vehicles located to specific requirements.

LEY HILL ROAD, BOVINGDON, HEMEL HEMPSTEAD HP3 0NW
TEL: 01442 833177 WEB: www. db7gts.co.uk FAX: 01442 834800



# A NEW SERVICE TO MOTORSPORT READERS

If you're having trouble finding precisely the right classic, vintage or historic racing car, take advantage of the

MOTORSPORT SEARCH SERVICE

If the car you're looking for is for sale, we'll find it for you. Just fax us on: 0181 943 5619 anytime and provide all the details of the car you're searching for. As soon as we've located the car you want, you'll get a call.

MOTORSPORT SEARCH SERVICE

FAX: 0181 943 5619



# WINNEBAGO

## SALES - HIRE - SERVICE

WE CAN OFFER AN EXTENSIVE RANGE OF NEW AND USED AMERICAN MOTORHOMES FOR SALE, HIRE OR CORPORATE HOSPITALITY



CALL TO DISCUSS YOUR REQUIREMENTS FOR YOUR 1999 MOTORSPORT SEASON OR TO ARRANGE TO VIEW OUR STOCK OR OVER 40 AMERICAN MOTORHOMES

WE CAN OFFER AN EXTENSIVE R
NEW AND USED MOTORHOME F
AND CORPORATE HOSPITALITY.

A415, Abingdon Road, Witney, Oxon, OX8 7XA
Tel: 01993 703774 Fax: 01993 771745



TO ADVERTISE IN MOTOR SPORT PLEASE TELEPHONE

0181 943 5674



# Morgan & Classic Cars

SERVICING, REPAIRS & MoTs

**1979 MORGAN 4/4 - 4 seater,** Ivory/brown leather, w/wheels, l/rack, d/handles ..... £9,950
**1984 MORGAN 4/4 - 2 seater,** Rosso red alloy/black leather, c/w wheels, l/rack, d/handles, rad/cass, 13,000 miles ..... £14,750
**1985 MORGAN 4/4 - 2 seater,** silver green met alloy/black trim, w/wheels, l/rack, walnut dash, recent wings-off re-spray to a high standard ..... £15,500
**1985 MORGAN PLUS 4 - 4 seater,** brown & cream alloy/cinnamon leather trim, l/rack, recent re-spray ..... £11,500
**1990 MORGAN PLUS 4 - 4 seater,** Rosso red alloy/brown leather, c/w wheels, walnut dash, l/rack, folding screen & aero screens ..... £16,500
**1994 MORGAN 4/4 - 2 seater 1.8 EFi,** British racing green met/black trim, walnut dash, scuttle roll bar, c/w/wheels, l/rack, d/handles, rad/CD, 9,000 miles ..... £17,950
**1997 MORGAN PLUS 4 - 2 seater,** silver alloy/blue leather trim, hood & tonneau, walnut dash, galv chassis. Scuttle roll bar, l/rack, d/handles, chrome bumpers, head rests, 1 owner, 3,000 miles ..... £25,250
**1979 MORGAN 4/4 - 2 seater,** silver/black leather, w/wheels, l/rack, d/handles, 26,000 miles ..... £11,650

**1931 MORRIS COWLEY Convertible** with dickie seat. Blue & black/black trim, a very useable and affordable Classic ... £7,950
**1952 JOWETT JUPITER 2 seater sports convertible,** red/black trim, in beautiful restored condition and ready to show ... £15,950
**1959 AUSTIN HEALEY 3000 Mkl,** red/black trim c/w/wheels, in good order throughout ..... £17,950
**1970 MGB ROADSTER,** British racing green/black leather trim, c/w/wheels. Overdrive, superb condition ..... £7,450
**1971 JAGUAR E-TYPE V12 - 2+2,** Red/black leather, c/w/wheels, rad/cass, in very good condition throughout ..... £15,750
**1973 CITROEN DS21 - S. SUPER 5,** manual, blue, 1 owner, 63,000 miles, a very well cared for Cortoen ..... £8,950
**1974 PORSCHE 911 2.7 CARRERA,** White with red Decals, s/roof, same owner last 12 years ..... £15,750

## TIM PACKER LTD

Waterloo Garage, Hagley Road, Oldswinford,
Stourbridge DY8 2JB. Tel 01384 395186 390582
www.worc.com/packerduncan

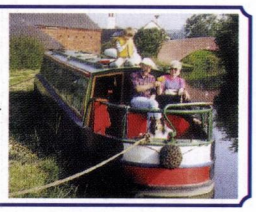




# RELAXING CANAL HOLIDAYS!

*Cruise through beautiful countryside and pretty villages in our comfortable well equipped boats.*
• No experience required
• Families and groups welcome • 6 different routes.

Brochure from:
**MIDDLEWICH NARROWBOATS**
40 CANAL TERRACE, MIDDLEWICH, CHES, CW10 9BD
**TEL: 01606 832460**
website: www.middlewichboats.co.uk





MOTORSPORT

81% of MotorSport readers own their own car.
(Source: Experian Data Ventures October 1998)
If your company can help our readers keep their pride and joy in the best possible condition

**Call 0181 943 5674**

46% of MotorSport readers are directors, managers or professionals.
(Source: Experian Data Ventures October 1998)
If this is the calibre of client your company is seeking to attract

**Call 0181 943 5674**

## A NEW SERVICE TO MOTORSPORT READERS

If you're having trouble finding precisely the right Aston Martin, take advantage of the

MOTORSPORT SEARCH SERVICE

If the car you're looking for is for sale, we'll find it for you. Just fax us on: 0181 943 5619 anytime and provide all the details of the car you're searching for. As soon as we've located the car you want, you'll get a call.

MOTORSPORT SEARCH SERVICE

**FAX: 0181 943 5619**

---

MOTORSPORT

81% of MotorSport readers own their own car.

(Source: Experian Data Ventures October 1998)

If your company can help our readers keep their pride and joy in the best possible condition

**Call 0181 943 5674**

46% of MotorSport readers are directors, managers or professionals.

(Source: Experian Data Ventures October 1998)

If this is the calibre of client your company is seeking to attract

**Call 0181 943 5674**

---



## CATERHAM

Choice of several 7s including HPCs, Ford Crossflows and 'K' Series etc. All hand picked by myself.

*Good Caterhams also required.* **John Heda**

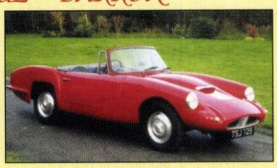
**(01703) 556300 or 0836 263471**

---

## CLASSIC & SPORTSCAR CONSULTANTS LTD & NICKY PAUL – BARRON



**Austin Seven Top Hat 1929.** Well restored with fabric body and correct features .....**£5,350**



**Reliant Sabre 4 1963.** Attractive two seat sportscar with rugged Ford mechanics....**£3,950**

**Stock includes:** Ferrari 308 GT4 1979. Austin Healey 100/4 BN1 1954. MG TC 1948. Porsche 911 2.2 E Targa 1971. Swift 10hp fabric saloon 1928. Austin Seven Hamblin Cadet 1935. MGB GT 1976.
**On Behalf of Clients:** Ferrari 308 GTB/C. Lightweight show/race/test day/road.

SIMILAR CARS REQUIRED - CASH WAITING - PLEASE CALL. PART EXCHANGE WELCOME. PHOTOS/VIDEO AVAILABLE ON REQUEST. SITUATED IN SOUTH BUCKS. VIEWING BY APPOINTMENT.

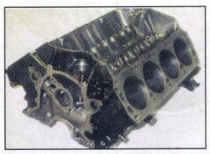
**WEB SITE: http://www.classic-sportscar.co.uk**
**Contact: Nicky Paul-Barron: 01442-833613. Mobile: 0831-328308.**
**e-mail: nickypaulbarron@btinternet.com Fred Jenns: 01494-434414.**

---

## CONNOR COMPETITION ENGINES

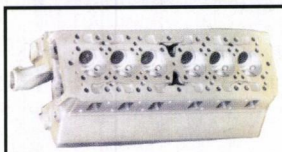
We are a family business that has over 30 years experience in building and modifying American V8 and V6 engines for Formula 5000, Can-Am, Historic and Classic Cars

**Tel: 01285 652365 Fax: 01285 642450**
www.connor-comp.co.uk
e-mail@connor-comp.co.uk
**Connor Competition Engines, Purley Rd Garage, Purley Rd, Cirencester, Glas GL7 1ER**



---

## CYLINDER HEADS



Complete manufacture from one off upwards. Machining - castings - repairs - modifications - valve guides - engine blocks - sumps - manifolds - bell housings - con rods - engine components - motor-sport machining.

**JOLLEY ENGINEERING,** Unit 8, Lodge Forge Trading Estate, Cradley Road, Cradley Heath, West Midlands, B64 7RW. Tel: 01384 411495. Fax: 01384 410983. E-mail Jolleyeng@aol.com

---

## Rod Jolley COACHBUILDING

*Specialist Panel Beating and Ash Framing*

**37 GORDLETON INDUSTRIAL PARK, SWAY ROAD, LYMINGTON, HANTS SO41 8JD.**
**INTERNET: http://www.rod-jolley.co.uk**
**E-MAIL: rod@rod-jolley.co.uk**
**TEL: (01590) 683702**
**FAX: (01590) 683634.**



**FERRARI CALIFORNIA SPYDER.** Recently constructed in our workshops for a customer. All aspects including body-work, hood frame, windscreen, headlamp surrounds & grille are undertaken by us to your personal requirements.

---

# *Straight* EIGHT

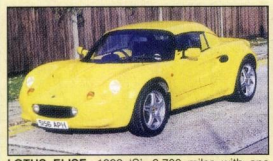
*For the Ultimate!*



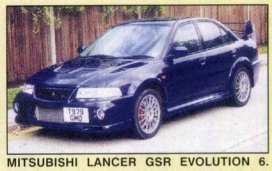
**Aston Martin Virage Volante.** 1995. Only 20,000 mls! This wide bodied model has 18" OZ split rim alloys, automatic transmission. Stunning in Royal blue metallic with matching hood, and magnolia piped blue hide upholstery.....**£79,950**



**Aston Martin V8 Volante.** 1987. A classic combination of British Racing green with magnolia hide piped spruce. Only 43,000 mls, FSH, automatic transmission and driving lamps. Radio/cassette/CD plus!.....**£59,950**



**LOTUS ELISE.** 1998 'S', 2,700 miles with one owner. Acid Yellow with black hide upholstery. Hard/soft tops, CD and remote alarm, as new.....**£21,950**



**MITSUBISHI LANCER GSR EVOLUTION 6.** 1999 T. One owner and only 3,200 miles! Electric blue coachwork. 4x wheel drive turbo power. CD stacker and remote alarm. The full monty!.....**£26,950**

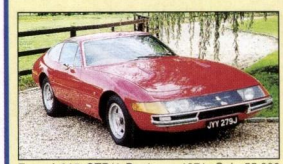
Aston Martin Vantage. 1994. 9,000 mls. Royal Blue.
Aston Martin V8 Vantage. 1980. Auto. W/arches alloys.
Aston Martin Virage Volante. 1985. 11,000 mls. Red.
Aston Martin Zagato Volante. 1989. LHD. 7,000 kms.
Bentley Arnage 98S. Black. 5,000 mls. TV/Video.
Bentley Azure. 1996. Red Pearl/Magnolia.
Bentley 2-Door Coupe Turbo 'R' by Hooper. 1989. Extras.
Bentley Eight. 1992. Vermillon, 39,000 mls. S/seats, alloys.
Bentley S1 Fastback. 1956. Restored A/C Auto.
Bentley S3 Continental Convertible. 1965. Regal red.
Bentley S3 Continental Coupe HJM. 1965. Restored.
Bentley Turbo 'R'. 1985. 13,000 mls. FSH. Ebony.
Bentley Turbo RL. 97 MY. Green/sandstong. 22,000 mls.
BMW 3.0 CSL. 1973. Gulf yellow. Restored.
Ferrari 412. 1989G. Auto. Black/scarlet hide.
Ferrari 456 GTA. 1996 P. Le Mans blue. 15,000 mls.
Jaguar XJRS V12 Celebration. 1989. 68,000 mls. FSH.
Jaguar V12 E-Type Roadster. 1972. Manual. C/wires.
Maserati Ghibli 4.9 SS. 1971. Red/black.
Mercedes SL280. 1995. Tourmaline/hide, r/seat.
Mercedes 300SE Coupe. 1964. Ivory.
Mercedes 500SE. 1990. 26,000 mls. Two owners.
Mercedes E36 AMG. 1996P. Superb specifications.
Mercedes 600 Saloon. Choice of two models.
Porsche 928 GTS. 1994. Auto. FSH. Red/black.
Porsche 993 Carrera Tiptronic. A/C/ 3,00o mls.
Rolls-Royce Corniche DHC. 1985. Mod. LHD. EFI.
Rolls-Royce Silver Cloud III. Continental James Young.
Rolls-Royce Silver Spur. LHD. 1997 MY LP Turbo. 24,000.
Rolls-Royce Cloud II HJM Convertible. 1961. Blue.
Rolls-Royce Silver Seraph LHD. 1999. 45,000 mls.
Rolls-Royce Silver Seraph. 1998. Silver/barley.
Rolls-Royce Cornich DHC. 1988. 21,000 mls. Larkspur.
SAAB 900SE Turbo Convertible. 1997 P. Yellow sports pack.
Volkswagon 'New' Beetle LHD. 1998. PAS. 2,000 kms.
Volkswagon Karman Covertible. 1971. White. Restored.



**BMW Z3.** 1997. One owner with only 6,000 miles! Atlantic blue with black leather upholstery, 5-spoke alloy wheels. Great fun!.....**£18,950**



**Aston Martin Vantage.** 1994M. One famous owner, having covered 4,000 miles!! This twin supercharged, six speed transmission has undergone all factory upgrades. In Acrylic White with Beige Hide and a factory sunroof. Almost haf price at .....**£99,950**



**Ferrari 365 GTB/4 Daytona.** 1971. Only 55,000 miles with comprehensive history. Rosso red with black hide upholstery. Campagnolo alloys. Recent service and exhausts. Plexiglass model ... .....**£59,950**



**ROLLS ROYCE SILVER CLOUD III CONTINENTAL.** 1964. Coachwork by James Young. Opal over regal red with St James red hide interior. A stunning and impeccably turned out example. One of only twenty six manufactured.....**£59,950**

*** CARS URGENTLY REQUIRED FOR CASH ***
*** CONSIGNMENT SALES * RESTORATION & REPAIRS ***
**158-160 Goldhawk Road London W12 8HJ**
**Tel: 0181-743 1599. Fax: 0181-740 8496**

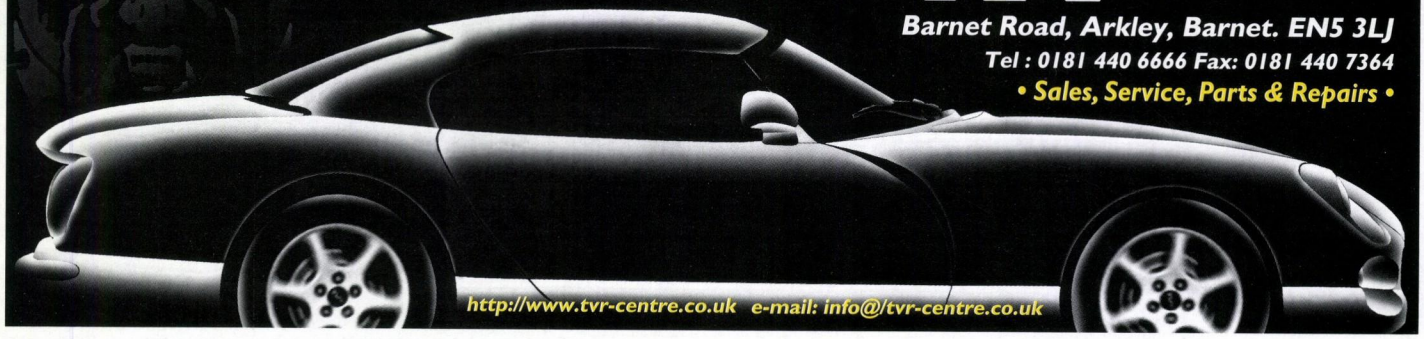
*Straight* EIGHT **Int. Ltd.**
**26A2, Shek Kong Sau Tsueu**
**Yuen Long, Hong Kong.**
**Tel: 00852-2556 6631**

*Straight* EIGHT **Pollak & Co. Gmbh**
**Hennersdorferstrasse 13,**
**2333 Leopoldsorf, Vienna.**
**Tel: 0043-2235 4498/9**

The UK's Largest TVR Dealership

# The TVR Centre

Barnet Road, Arkley, Barnet. EN5 3LJ
Tel : 0181 440 6666 Fax: 0181 440 7364
• Sales, Service, Parts & Repairs •



http://www.tvr-centre.co.uk e-mail: info@tvr-centre.co.uk



## LUXURY AMERICAN MOTORHOME HIRE AND CORPORATE HOSPITALITY

Top of the range Motorhomes delivered and collected from any European destination. Self drive also available. Short of long term hire

USA RV-RENTAL

**CONTACT DAVID ERRINGTON AT:**
**USA RV RENTALS, 68 SOMERS ROAD, RUGBY, WARWICKSHIRE CV22 7DH**
**TEL: 07775 813040, FAX: 07775 819111, E-MAIL: D.ERRIN@U.GENIE.CO.UK**

F1 MOTORSPORT MODELS

RARE FORMULA 1 MODELS AND MEMORABILIA FOR SALE.

WE ALSO OFFER A SEARCH SERVICE.

MODELS AND MEMORABILIA PURCHASED.

VIEWING BY APPOINTMENT.

**Tel: 01908 645088**
**Tel/Fax: 01908 645140**
**Mobile: 0589 875063**

SPINNING WHEEL

*Enthusiast Family Business Est. 1961*



**1936 TRIUMPH 'GLORIA' SOUTHERN CROSS,** 2 seat open sports car, absolutely gorgeous, original registration and lots of history ..... **£POA**

1938 MG VA Open 4 Seat Tourer, rare and lovely, PVT ..... **£21,950**
1952 MG YA Sloon, black coachwork, superb order . **£7,995**
1970's XJ's, a choice of three, all superb, 2.8, 3.4, 4.2 **£4,995**
1994 Bentley Brookland, 51,000 miles, FSH, as new **£39,950**

**AUTOMOBILIA**

'Monza', a set of silver plates 1960 to 71, finishers awards, please call for further details.
c1950's 'Aston Martin' cigarette box, chromium ..... **£95**
c1950's 'MG' cigarette box, chromium ..... **£85**
Rudspeed 'Mercedes', 'Bugatti' drinks decanters in radiator form.
Many, many, super items in stock.



**1981 MORGAN 4/4,** Ford powered, 5 speed, 27,000 miles, many extras, full leather, walnut facia, luggage rack, etc, beautiful condition ..... **£16,750**

SHOWROOM & SHOP, CHESTERFIELD, DERBYSHIRE.
**TEL/FAX 01246 451772 - Eve 01246 568003**
**www.classic-car-mart.co.uk/spinningwheel** **spinl@breathemail**

**Diablo SV** **£147,025**
1999 model. In production, completed end of October for November delivery. 2000 spec colour – Giallo Flash Pearl with Black hide and Grey Alcantara trim, SVR gear ratios, rear wing, sports exhaust, V12 SVR registration number available

**Diablo Roadster** **£POA**
1999/T, Giallo Fly with Dark Blue Alcantara interior. 1998 model, without rear wing, standard road legal exhaust system, all the usual 98 spec features, delivery kms

**Diablo Roadster** **£139,995**
1998/R Titanium Silver Metallic with Oxblood hide interior, permanent 4 wheel drive, ABS brakes, driver's airbag, 18" alloys, 530bhp, Cat 1 alarm, Armourfend anti-chip, 12,500kms

**Diablo SV** **£109,950**
1998/R, Scuro Blue with Glacier hide and Dark Blue Alcantara interior, factory side skirt and bumper option, high rear wing, ABS, PAS, Alpine CD changer, Car 1 alarm, sports exhaust system, 530bhp, 11,000kms

**Diablo VT** **£99,950**
1997/R Black with Grey leather interior, SV engine cover and rear wing, roadster design wheels, sports exhaust, Cat 1 alarm, Alpine CD, 1 owner, originally manufactured in 1995 then converted to 1996 spec by the factory, a true one off

**Diablo SV** **£94,950**
1997/P Viola Purple with full Alcantara interior, sports exhaust, Cat 1 alarm, Alpine CD player, FLSH, 2 owners, 10,000kms

**Diablo 2wd** **£69,950**
1991/J Giallo Fly Yellow with Champagne leather interior, Alpine CD system, de-cat exhaust system, 35,000kms

**Ferrari F355 Spider** **£79,950**
1997/R, Titanium Silver with Bordeaux hide interior, black hood, Sony stereo, ABS, twin airbags, full Ferrari history, 2 owners, 10,000 miles



automobili Lamborghini
Great Britain Ltd

General enquiries 0118 925 2870
www.lamborghini.co.uk
For sales please contact Jason Barker
direct on 0118 9252865 or 0973 414056

MOTORSPORT

81% of MotorSport readers own their own car.
(Source: Experian Data Ventures October 1998) If your company can help our readers keep their pride and joy in the best possible condition
**Call 0181 943 5674**

46% of MotorSport readers are directors, managers or professionals.
(Source: Experian Data Ventures October 1998) If this is the calibre of client your company is seeking to attract
**Call 0181 943 5674**

ARIAS PISTONS

**FORGED PISTONS AND SPECIALIST ENGINE COMPONENTS**

- Forged pistons for every application to 140mm bore
- Steel, titanium and aluminium connecting rods
- Piston rings and pins
- Liners, block sleeves & lightweight pushrods

***ARIAS PISTONS LTD***
Brookers Road Industrial Estate, Billingshurst, RH14 9RZ. England
Tel: +44(0)1403 784022 Fax: +44(0)1403 782022
Email: pistons@arias.co.uk

# 1992 PORSCHE CARRERA RS

(Lwt), RHD, coral met, condition as new, 12,000 miles, never raced, fpsh

**£35,000**
**delivered**

**Call Michael Salmson on: 01534 862317**

---

**MotorSport**

81% of MotorSport readers own their own car.
(Source: Experian Data Ventures October 1998) If your company can help our readers keep their pride and joy in the best possible condition
**Call 0181 943 5674**

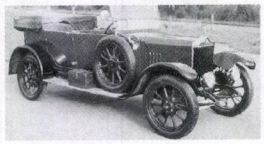
46% of MotorSport readers are directors, managers or professionals.
(Source: Experian Data Ventures October 1998) If this is the calibre of client your company is seeking to attract
**Call 0181 943 5674**

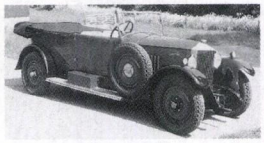
---

## MALCOLM C. ELDER & SON

Telephone & Fax: 01869 340999
Home: 01869 340606
01869 246809 (Mark)

THE MOTOR SHED, MIDDLE ASTON, NR. BICESTER. OXFORDSHIRE. OX6 3PX
*Part exchanges considered. Callers preferably by appointment. Enquires welcome*





1910 **HUPMOBILE** type 20 runabout ..... £14,750
C1912 **CHARRON** Model 15 2-seat sports ..... £14,000
1915 **PAIGE** six-46 Fairfield 7- passenger tourer. Lhd ..... £18,000
1920 **AUSTRO DAIMLER** 20/30hp 4-seat tourer ..... £24,000
1921 **LANCHESTER** 40hp tourer, Lanchester coachwork ..... £58,000
1921 **SUNBEAM** 16 2-seater tourer with dickey ..... £17,250
1921 **SUNBEAM** 24hp 4/5 seat tourer ..... £31,000
1923 **AUSTIN** Heavy 12/4 4-seat tourer ..... £23,000
1923 **MORRIS** Cowley 2+2 seat chummy tourer ..... £10,750
1924 **STANDARD** SLO4 13.9hp 4-seat Warwick tourer (Photo) ..... £13,750
1924 **SUNBEAM** 14/40 4-seat tourer ..... £16,750
1925 **ALVIS** 12/50 SC 4-seat tourer by Cross & Ellis ..... £34,000
1925 **METALLURGIQUE** S-type VdP tourer 2-litre o.h.c. (Photo) £24,000
1925 **ROLLS ROYCE** 20 (1937 Southern Coachworks saloon body) £15,250
1926 **FORD** model T 4-seat tourer ..... £10,250
1926 **HUMBER** 9/20 4-seat tourer ..... £10,750
1927 **HUMBER** 9/20 4-seat tourer ..... £8,750
1927 **SALMSON** VAL3 sport, 1100cc Fiat engine fitted ..... £13,750
1928 **ALVIS** 14/75 4-light Atlantic saloon ..... £15,250
1928 **HUMBER** 14/40 4-seat tourer ..... £18,450
1928 **MORRIS** Cowley 2-seat tourer with dickey seat ..... £7,450
1928 **MORRIS** Oxford 6-light saloon ..... £9,750
1928 **SWIFT** 10hp 4-seat tourer ..... £7,750
1929 **MORRIS** minor 4-seat tourer ..... £6,750
1929 **STAR** 18/50 sunshine saloon ..... £12,750
1929 **VAUXHALL** 20/60 six light saloon ..... £22,000
1930 **ARMSTRONG SIDDELEY** 12hp saloon. For restoration but sound .£950
1930 **FORD** Model A 4-seat Phaeton. 3,285cc ..... £9,750
1930 **FORD** Model A 4-seat Phaeton. 3,285cc ..... £P.O.A
1931 **A.J.S.** 9hp Richmond saloon ..... £8,750
1931 **ALVIS** 12/50 TJ 2-seat tourer & dickey ..... £18,750
1931 **LEA FRANCIS** 12/40 'P' type 6-light saloon ..... £12,000
1932 **ALVIS** 12/50 TJ 2-seat drophead coupe & dickey ..... £18,750
1932 **ALVIS** 12/60 TL Beetleback ..... £19,750
1932 **SUNBEAM** 23.8 closed coupe ..... £18,750
1934 **AUSTIN** 7 RN saloon ..... £5,250
1934 **AUSTIN** 13.9 Newbury sports 4-seat tourer ..... £12,750
1935 **AUSTIN** 7 Speedy Car No. 12 ..... £17,750
1935 **BUICK** series 60 straight 8 saloon ..... £16,750
1935 **MORRIS** 8 series I 2-seat tourer ..... £5,750
1936 **FRASER NASH-BMW** 319/2 Drauz 2-seat Cabriolet ..... £23,250
1936 **RILEY** 9 Monaco saloon. Preselector gearbox ..... £5,750
1936 **ROLLS ROYCE** 20/25 limousine by Park Ward ..... £24,000
1937 **FORD** Model Y saloon ..... £5,500
1937 **MORRIS** 8 series II 2-door saloon ..... £4,250
1939 **BUICK** 40 special sedan ..... £12,750
1939 **MORRIS** 14/6 series III saloon ..... £6,500
1947 **LANCHESTER** L10 6-light saloon ..... £3,750
1947 **MORRIS** 8 series E 2-door saloon ..... £4,000
1947 **M.G.** TC ..... £18,000
1949 **ARMSTRONG SIDDELEY** Typhoon sports saloon ..... £6,950
1950 **ALVIS** TB14 roadster ..... £8,500
1950 **M.G.** TD wire wheels & supercharged ..... £11,500
1950 **RILEY** 2.5 litre 2-seat RM roadster ..... £24,000
1951 **GREGORY** V8 2-seat sports/trials car ..... £9,750
1952 **BENTLEY** R-type standard saloon. Manual ..... £15,000
1952 **JAGUAR** C-type replica by Autech. Built C1989 ..... £32,000
1952 **SALMSON** S4 E72 twin-cam 2300 drophead coupe ..... £30,000
1953 **ARMSTRONG SIDDELEY** 346 Saphire. Preselect ..... £12,500
1953 **CITROEN** 11B Legere. Lhd ..... £6,500
1953 **SUNBEAM TALBOT** 90 Mkll A Convertible (4-seat) ..... £12,250
1954 **TALBOT LAGO** Type 26 Grand Sport 4.5 litre coupe ..... £P.O.A.
1955 **ALVIS** TC21/100 "Grey Lady" saloon ..... £9,250
1955 **ARMSTRONG SIDDELEY** 346 Saphire. Manual ..... £6,950
1955 **ASTON MARTIN** DB2/4 2.9 litre coupe ..... £24,000
1956 **A.C.** Aceca. Zephr engine ..... £26,000
1956 **LANCIA** Aurelia B20 series V coupe (2.5 litres) ..... £22,500
1959 **BRISTOL** 406 ..... £15,000
1961 **CHRYSLER** New Yorker convertible ..... £14,000
1963 **JAGUAR** Mkll 3.8 saloon. Manual gearbox with o/d ..... £10,250
1965 **ALVIS** TE21 drophead coupe. 5-speed ZF box, cww, PAS £20,250
1965 **ALVIS** TE21 Saloon. Manual, PAS ..... £16,250
1965 **DAIMLER** 2.5 litre V8 saloon ..... £3,950
1965 **JAGUAR** E-type series I 4.2 roadster ..... £32,500
1965 **JAGUAR** MkX 4.2 saloon ..... £4,500
1966 **JAGUAR** E-type series 1.5, 2+2, LHD, triple SU's ..... £10,000
1966 **LANCIA** Flavia sport Zagato ..... £12,750
1968 **ROLLS ROYCE** Silver Shadow ..... £6,500
1969 **DAIMLER** Sovereign 420 ..... £7,000
1969 **MORRIS** Mini Cooper. Competition spec ..... £4,500
1969 **WOLSELEY** Hornet Mkill saloon ..... £3,850
1971 **CITROEN** SM. Lhd ..... £9,999
1972 **B.M.W.** 3.0 CSL ..... £12,000
1972 **VOLKSWAGEN** 1300 Beetle (not MOT'd) ..... £495
1973 **DAIMLER** Double Six series I saloon (not MOT'd) ..... £4,000
1973 **VOLVO** P1800ES 2000cc injection. Auto ..... £5,500
1974 **ALFA ROMEO** Alfetta 4-door saloon. 26,000 miles ..... £6,750
1974 **JENSEN-HEALEY** Mkll sports. Steel bumpers ..... £7,250
1974 **ROVER** P6 3500 V8 Automatic saloon ..... £3,200
1974 **TRIUMPH** Stag. Automatic ..... £7,500
1975 **FIAT** 124 spider. Lhd ..... £6,950
1976 **TRIUMPH** 2500S saloon ..... £1,800
1978 **M.G.** B GT ..... £4,000
1982 **MASERATI** Quattroporte. 4.9 V8 Auto. 46,000 m/s. Lhd ..... £10,750
1983 **ROLLS ROYCE** Silver Sprint ..... £9,850
1986 **MERCEDES BENZ** 420 SEC Lhd ..... £8,500
1992 **A.C.** Cobra 289 B.R.A. replica ..... £12,750
C1994 **KOUGAR** sports Mkll (1973 registered) ..... £16,250
1994 **SEBRING** TMX. Under 5,000 miles ..... £19,950
1996 **HINDUSTAN** Ambassador 4-door saloon, 16,000 mls ..... £6,000

**MOTORCYCLES**

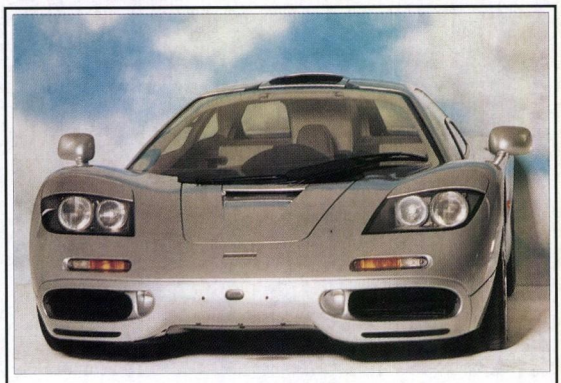
1931 **SUNBEAM** Model 90 ..... £4,950
1957 **PANTHER** M100 600cc ..... £2,950
1967 **B.S.A.** B40 350cc. Ex WD ..... £1,750

**COMMERCIALS**

1929 **PEUGEOT** 201 pick-up truck. Lhd ..... £5,950
1938 **AUSTIN** 12/4 delivery van ..... £5,800
1953 **MORRIS COMMERCIAL** 30cwt lorry. Ex RAF ..... £3,850
**TRAILER** braked twin axle, bed 5.2m x 2m, can carry 2.5 tons, covered ..... £4,500

**www.racecar.co.uk/mcelder - Visit our web site.**

---



email: mclaren.f1@gmx.de

MCLAREN F1, the fastest production car on earth, reported by McLaren to reach up to 240.1 mph. The exclusive materials, the design, the finish and workmanship are incomparable.

This car was delivered in Summer 1995, silver, interior alcantara gray in three shades, accident free, low mileage, from first owner, all possible technology upgrades and extras, great service recently done by McLaren Cars Ltd. U.K., no signs of use, all wearing parts in new condition.

0 – 60 mph in 3.2 seconds, 0 — 100 mph in 6.3 sec., BMW V-12, 627 bhp, usable as an every day vehicle, formula like race car for the street, faster acceleration than a formula one car above 110 mph.

German export price: 799,000, — o (approx. £520,000).

Contact us (German dealer):
+49 2241 80 40 35 (phone)
+49 2241 80 40 62 (fax)

---

## Old English Classics

**Tel/fax: 01522 788502**

日本への発送も承ります。お気軽に日本語でご相談ください



**Jaguar E-Type Series 1 4.2 Roadster 1965.** Restored & uprated to 'Lightweight' spec. by Jaguar specialist Alan Collins. Features triple webbers, balanced & lightened engine, D-Type cams, exhaust wheels, instruments etc. Vented hardtop & bootlid, roll frame, full harnesses, Monza filler, uprated brakes etc, etc. Finished in Ecurie Ecosse met blue with burgundy interior. Eminently suitable for racing with HSCC, JDC, AMOC, etc and as a (very) fast road car ..... **£34,750**



**Bentley S1 1956.** Finished in graphite over silver with burgundy leather. In excellent condition throughout having been lovlingly cared for and refurbished by its last owner of 12 years. Recently fully serviced and fitted with 5 new Avon tyres and a stainless exhaust system, the car is ready to enjoy (and when you open the door it smells just right!) A good buy at ... **£18,750**
***Note:** Photo used is of a similar car I recently sold.*

**Austin A35 Van 1959.** Refurbished and excellent. Very useable ..... **£3,250**



**Jaguar S-Type 3.4 1966.** Originally owned by actor Robert Morley for 3 years, and the second owner for 30 years. Only 52,000 mls from new and recently refurbished to better than new condition. In its original specification of red coachwork with black leather and chrome wires, manual transmission with overdrive. This superb car comes with wonderful history and all its original tools and manual etc. Quite stunning and unrepeatable ..... **£18,250**



**Bentley T1 1975.** Original smoke green coachwork with burgundy leather. Full R/R service his tory. Fantastic spec. including Harvey Bailey suspension kit (which transforms these cars). In lovely condition throughout, with all original tools and manuals, and with everything working just as it should ..... **£12,250**

**Mazda MX5 (Eunos) 1800 Auto 1995.** Personally purchased in Japan by myself and used by my family for the past 2 years. Red with black int. Fully spec. inc. hard & soft tops, air conditioning, alloys, stereo, ABS etc. Recentley serviced and new tyres. Like new ..... **£8,500**



**Aston Martin DB6 1966.** 5 speed manual car finished in smart navy blue with burgundy leather and chrome wire wheels. This car has been used and serviced regularly and benefits from recent engine work. Very nice overall condition ..... **£26,250**



**Porsche 911 Carrera Coupe 1989.** 911's are great cars, and in my opinion the 89 model year Carrera's are best of all. Stunningly finished in grand prix white with full burgundy leather, this car has a very full spec and includes air conditioning (very rare). With 51,000 mls and full Porsche service history, the car is in 'as new' condition throughout. A super example of the last of the proper 911's! ..... **£26,750**

**Rover 95 1964.** Tidy & driving well, but would benefit from refurbishment. Cheap to clear ..... **£850**

**Bentley MkVI 1948 Rolling Chassis.** Comp with most mechanical parts inc. engine, box, axles, brakes, rad, bonnet, instruments etc. Good basis for Bentley Special ..... **£2,200 (No offers on this will not split)**

**Various other Bentley MkVI parts available inc. body panels, bumpers, seats etc, please telephone.**

*Please telephone for further information or to view. We are located between Lincoln & Newark, close to the A1 & A17*

---

## AMD GTR RACING

## EMKA ASTON-MARTIN GROUP C WORLD SPORTS CAR




This is the 1985 Le Mans entry, driven by O'Rourke, Faure and Needell, and as graphically described in Paul Chudecki's "The V8 Aston Martin Race Cars", became the first British car in many years to lead Le Mans. Powered by a redesigned Aston Martin Tickford engine, and a chassis designed by Len Bailey, the car recorded 217mph on the Mulsanne straight. It finally finished 11th after experiencing clutch problems, and winning the Motor Trophy for the first British car home. It is ready to go testing, is on the button, and complete with many spares. An important car that is ready to compete in the new Group C historic series.

OIRO GBP110,000

For further information contact Team Principal Paul Spires 01932 355515, 0850 326755 (Surrey, England)

# Melvyn Rutter Ltd

**MORGAN SALES, SERVICE, PARTS & WORLDWIDE MAIL ORDER**

MAIN DEALER

## *Order your new Morgan here*

Come and talk to Melvyn personally and take a test drive. Deposit still only £250

**THE MAN FROM HALLINGBURY, HE SAY YES!**



## MORGANS FOR SALE



**1999 Plus 8**
Metallic blue/blue leather, 'Mohair' weather equipment, masses of extras, 655 miles.
**£37,950**

**1992 Plus 8.** Black/stone leather, walnut dash, rack, 9763 miles. **£23,950**
**1990 Plus 8.** Connaught green/stone leather, walnut dash, one owner, never used in rain, genuine 3,530 miles, fantastic. **£24,500**
**1997 Plus 4.** Black/red leather, red weather equipment, walnut dash, +8 spots, galvanised chassis, radio/cassette, stainless rack, 5512 miles. **£24,950**
**1960 Plus 4, 4 str.** Ivory/blue vinyl trim, new chassis, fully rebuilt. **£15,950**
**1996 4/4 2str.** Red/stone leather, chrome wires, galvanised chassis, spots, walnut dash, low line alloy body & wings, +8 spots, 3978 miles. **£20,995**
**1994 4/4 2str.** Yellow/black leather, alloy body & wings, scuttle roll bar, bonnet strap, 12,961 miles. **£17,950**
**1992 4/4 2str.** Ivory/black vinyl, stainless rack, 15,883 miles, history. **£15,950**
**1991 4/4 2str.** Corsa red/black leather, walnut dash, Moto-Lita wheel, strap, wind deflectors, painted rack, handles, stainless silencer and tailpipe, badge bar, +8 spots, 11,126 miles. **£15,950**
**1983 4/4 2str.** Signal red/black vinyl trim, Rostyle wheels, chrome bumpers, luggage rack, history and fully serviced. **£10,950**
**1980 4/4 2str.** Cream with brown wings/brown leather, reclining seats, chrome wires, chrome rack, 39,407 miles. **£11,495**
**1975 4/4 2str.** Ivory/black leather, wires, rack, Moto Lita wood-rim, door handles, reverse lights, radio/CD player, door mirrors, reclining seats, wooden dashboard. **£10,995**

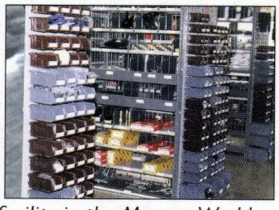
## WANTED ALL MORGANS

SERVICE/REPAIR/RESTORATION

Highly skilled staff continue to work here, world renown for attention to detail.

**Phone workshop direct: 01279 726605**

- All mechanical
- Engine building
- Woodwork
- Bodywork
- Paintwork
- Electrical
- Trimming
- Instrument restoration and dashboard service
- Stainless exhausts



*The most comprehensive facility in the Morgan World*

NEW RUTTER CATALOGUE IN FULL COLOUR

Our 7th edition with 56 pages packed full of new things, it's fantastic.
£4 UK
£5 Continental Europe
£6 Elsewhere

## RUTT 2000 PARTY SUNDAY MAY 7th

- Cheese and wine, bring a bottle and have a fun day
- Come and see the new model Morgan released at the Geneva Motor Show, plus lots more.

**The Morgan Garage, Little Hallingbury, Nr Bishops Stortford, Herts CM22 7RA**
**Tel: 01279 725725 Fax: (Sales & Service): 01279 726901**
**Fax: (Parts Dept): 01279 600498**

# Melvyn Rutter Ltd

---

## BRANDS HATCH Morgans

**The Morgan Agents** for **South East England**

***Sports car specialists - for road or competition use***



***REVOLUTIONARY NEW MORGAN***
*See it on our web site*
*Order yours today*
**www.bhm.uk.com**

EVERYTHING YOU NEED FOR YOUR MORGAN
Engine Reconditioning • Chassis Changes • Servicing • Accident Repairs
Full Restorations • Wings-off Resprays • MOT testing
Parts & Accessories • Fully enclosed transporter

### MORGANS FOR SALE

| | | |
|---|---|---|
| +8 4.6 1999 | Oak Green metallic, chrome wires. 1 owner, 2,000 miles. | £42,500 |
| +8 4.6 1999 | Corsa Red, black leather. Alloy wheels. 1 owner, only 247 miles. | £38,950 |
| +8 4.6 1991 | Guards Red, black leather. Alloy wheels. 32,120 miles. | £24,450 |
| +8 3.5 1981 | Dark Green, magnolia leather. Performance extras | £15,950 |
| +8 3.5 1977 | Royal Ivory, dark red leather. Documented rebuild | £14,850 |
| +4 4str 1994 T16 | Connaught Green, stone leather.Many extras 4,143 miles | SOLD |
| +4 4str 1968 LHD | Jaguar Old English White. Rebuilt by BHM | £15,950 |
| +4 2str 1996 T16 | Corsa Red, stone leather. Chrome wires, 5,100 miles | £23,450 |
| +4 2str 1953 DHC Flat rad | Silver/Black. 7,372 miles since rebuild | £16,950 |
| 4/4 2str 1994 | 1800 Zetec Corsa Red, stone leather. 32,100 miles | £17,750 |
| 4/4 2str 1989 | 1600 CVII Indigo Blue, stone leather. 46,000 mls COMING SOON | £15,750 |

**Our stock of top quality Morgans is always changing. If you do not see what you are looking for, please contact us and we will try to find it for you**
**QUALITY USED MORGANS URGENTLY NEEDED FOR WAITING BUYERS**
**Bought for cash or sold on commission**

**BRANDS HATCH MORGANS LTD.**
BOROUGH GREEN GARAGE, MAIDSTONE ROAD, BOROUGH GREEN, KENT TN15 8HA
**TEL: 01732 882017 FAX: 01732 886387**
VISA **VISIT OUR WEB SITE: www.bhm.uk.com** MasterCard

---

## *Four Elms Morgan*

*The Morgan specialists in the South West*



**AFFORDABLE & RELIABLE Warranted MORGANS for SALE**

| | | | | | |
|---|---|---|---|---|---|
| 1998 | +8 4.6 Connaught Green | NOW £38,595 | 1982 | 4/4 2str Signal Red, 5 sp | NOW £11,295 |
| 1989 | +8 Flame Red, 18,000m | NOW £20,295 | 1976 | 4/4 2str Royal Ivory | NOW £10,395 |
| 1984 | +8 Signal Red, all alloy | £13,895 | 1975 | 4/4 2str Black, unleaded | NOW £ 8,795 |
| 1975 | +8 Blue, full service history | £15,495 | 1969 | 4/4 2str Green, rebuilt, superb | £13,495 |
| 1989 | +4 2str Corsa Red | SOLD | 1982 | 4/4 4str Signal Red | NOW £10,695 |
| 1965 | +4 2str Rebuilt S/S spec | NOW £20,995 | 1971 | 4/4 4str Dark Blue, tax exempt | £10,695 |
| 1968 | +4 2str Signal Red | NOW £13,995 | 1976 | 4/4 4str Rebuild project | £ 7,695 |
| 1997 | 4/4 2str Royal Ivory 1,180mls | SOLD | 1977 | **Sprint & Hillclimb lightweight** +4 2 litre Fiat full race spec engine, sorted for road use, only for the brave! | £12,795 |
| 1979 | 4/4 2str Royal Ivory, rebuilt | £12,995 | | | |
| 1984 | 4/4 2str Signal Red | NOW £11,295 | | | |

**Morgans wanted - any condition • Cash or commission**
Phone or fax for latest list - stock always changing • Credit available
**Suspension Tuning • Accessories • Spares • Repairs • Racestorations**
**IN STOCK: Konis • Spax • Safety Devices Rollcages • Moto-Lita steering wheels Scuttle roll bars • Full range of suspension tuning parts**
**Tel: 01934 712974 Somerset Fax: 01934 713851**
**See our latest stock with photographs at: www.fourelms.com**

---

## F. H. Douglass

M. CORAM

Official Morgan Agents
Sales, Service and Spare Parts
World-wide service
Established 1929
www.fhdouglas.co.uk

1A South Ealing Road, Ealing, London W5 4QT



97 +8 4.6. Black, red, red leather, chrome wire. The biggest, and fastest Moggie, 2,000 miles ..... £33,750
91 4/4. Corsa red, leather, wonderful sounding exhaust, good useable car, FSH, 33,000 miles..... £14,500
91 +8. Rosso red, stone leather, walnut dash and steering wheel. Sounds like Steve McQueen's mustang in "Bullit" 35,000 miles..... £21,950
91 4/4. Rosso red, stone leather, only 6,000 miles not enough space to list all the extras..... £16,750
90 +8. Royal ivory, green leather and weather equipt. A nice original car, only 1 owner and 19,000 miles ..... £21,995
78 4/4. Wexham red, grey leather, wire wheels. A very good starter Morgan ..... £10,995

LONDON'S OLDEST MORGAN AGENT
5 MINUTES SOUTH EALING UNDERGROUND
*WE SELL, BUY, NEW AND USED MORGANS ONLY,*
*FOR FURTHER INFORMATION ON OUR CARS OR ORDERS FOR NEW MORGANS CONTACT TONY HEMPEL ON*
***0181-567-0570, FAX: 0181-840-8132***

---

## Thomson & Potter

Morgan Dealers in Scotland
**FOR SALE**

1999 PLUS 8. 3.9, ex-demo, granite grey, burgundy trim, Simmonds Easisit hood. Stunning ..... £36,000
1997 PLUS 8 4.6. Veolin blue, metallic grey autolux trim. Stunning example ..... £31,995
1997 PLUS 4. Connaught green, stone leather piped green, green riven hood, 5,000 miles. A lovely example .£26,000
1997 R 4/4. Ivory, galvanised chassis, walnut dash, green leather trim & weather gear. A lovely wee car, 5,000 miles ..... £20,995
1997 4/4, 2 seater, wide bodied ivory, burgundy trim, 9,000 miles ... £19,995

**Burrelton, Blairgowrie PH13 9NX.**
**Tel: 01828 670247**

MORGAN
MORGAN
MORGAN
MORGAN
MORGAN
MORGAN
MORGAN
MORGAN
MORGAN
MORGAN

## Lifes Motors Ltd.

Morgan Agents since 1926 the oldest in the world




### THE ALL NEW MORGAN AERO 8

**LIFE'S MOTORS LTD.** invite you to view probably the most exciting new development in Morgan's 90 year history. The all new Aero 8. The car will be available for your inspection at our showrooms only on Saturday 22nd Sunday 23rd of April 10am–4pm (EASTER WEEKEND). Although test drives will not be available during this weekend, you will be able to view this remarkable new car & place your order for the earliest possible delivery. Our own Aero 8 demonstator will be available for test drives later in the year. All the staff at Lifes Motors look forward to meeting you at this unique event.

**WEST STREET,**
**SOUTHPORT, PR8 1QN.**
**Tel: (01704) 531375. Fax: (01704) 531126.**

## PETER SMITH SPORTSCARS




STAFFORDSHIRE, DERBYSHIRE AND
NOTTINGHAMSHIRES NEW APPROVED MORGAN DEALER.
USED MORGANS URGENTLY REQUIRED

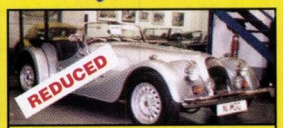
TELEPHONE: 01283 813593 FAX: 01283 815491

## LIBRA MOTIVE

**LONDON'S LEADING Morgan AGENT**




1998 +8 4.6 Midnight Blue, all alloy
Was £32,995 now only . . . .£30,995




1995 +8 3.9 Silver Frost metallic,
Was £29,495 now only . . . . £27,495




1955 +4 DHC TR engine Ruby Red,
rare model. . . . . £11,995



1996 4/4 2 seater Connaught Green,
chrome wires. Very elegant .£19,495

**MORE QUALITY PRE-OWNED MORGANS**

+8 1999 Corsa Red Only 850 miles . . . .£35,995
+8 1995 Connaught Grn 4,700 miles . .£29,995
+8 1993 BRG 5,568 miles . . . . . .£21,995
+4 4str 1996 Red 9,500 mls Reduced . .£21,995
4/4 4str 1988 Indigo Blue . . . . . .£15,495
4/4 2str 1997Brilliant Silver Just in . . . .£21,495

We urgently need Morgans
We buy for cash or sell on commission

**Libra Motive Open Day Sat 1st April 10am - 4pm**
**See the fantastic new Morgan**
*We hope to have this amazing new car on display*
Simmonds Easy-Fit-Hoods • Librands Products • Airflow Airchambers
Refreshments - please join us for coffee and nibbles

**LARGE SELECTION OF QUALITY USED MORGANS FOR SALE**
**NEW CAR ORDERS • TEST DRIVES • SERVICING • REPAIRS**
**PARTS • TUNING • SALES**
**QUALITY USED MORGANS URGENTLY WANTED**
**2 - 10 Carlisle Road, Colindale, London NW9 0HN**
**Tel: 0181-205 4488 Fax: 0181-205 2233**
**Email: sales@libramotive.com**
**www.libramotive.com**

## WYKEHAMS

**www.wykehams.com**
**LONDON AGENTS FOR MORGAN SPORTS CARS**



### STOCK LIST

**2000 +8 4.6.** Silver frost, wire wheels, navy leather, sports seats, navy rivenhood weather equipment, walnut dash, delivery mileage.....**£39,995**

**1996P +8 3.9.** Royal ivory, wire wheels, red leather, rivenhood weather equipment, luggage rack, walnut dash, ally body & wings, 5,500 miles.....**£29,995**

**1994 +8 3.9.** Connaught green, stone leather, walnut dashboard, luggage rack, 16,000 miles .....**£23,995**

**1997R 4/4 2 Str 1800 Zetec.** Connaught green, luggage rack, ally body, radio cassette, chrome wire wheels, 2,800 miles .....**£21,995**

**1998R 4/4 2 Str 1800 long door.** Black, red leather interior, chrome wire wheels, ally body, Motolita s/wheel, stainless steel bulkhead .....**£19,995**

**1997R 4/4 2 Str 1800 long door.** Blue metallic, blue leather interior, chrome wire wheels, ally body, walnut dash, radio cassette, Mota-lita s/wheel, Motor Show car 1997.....**£19,500**

**1986 +8 3.5 injection.** Ally body & wings, leather interior, Rosso red, 45,000 mileage .....**£16,995**

**1986 4 4/4 Str.** Walnut dash, walnut s/wheel, luggage rack, Rosso red, 22,000 miles .....**£12,500**

**Rent a Morgan**
6 KENDRICK PLACE, REECE MEWS, SOUTH KENSINGTON, LONDON SW7 3HF
**Tel: 0171-589 6894/8309 Fax: 0171-589 8886**

SIMON WHEELER
Classic Cars



**1965 E-TYPE S1 4.2 ROADSTER,** red, UK car with Heritage certificate, 48k miles with every MOT, restored 1990, specification includes gas flowed unleaded cylinder head, rolling road tuned to give 220 bhp at rear wheels, modern cooling system, uprated brakes, superb in all respects, one of the best! ..... **£42,950**



**1961 LOTUS 7 SERIES 2,** 1500 Cosworth, rebuilt in 1997, all round restored arch chassis, 4,000 miles since, very original specification but with subtle upgrades, lots of fun for road, competition etc. As new condition! ..... **£14,950**



**1948 BRISTOL 400,** original metallic blue, last owner 12 years, rebuilt engine and gearbox 1997, good condition throughout ..... **£17,950**



**196? HEALEY 3000,** blue, professionally rebuilt 1998, excellent condition **£19,950**

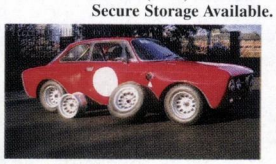
**Contact: Simon Wheeler 01189 884753 or mobile 0786 7570493**



Gran Turismo Engineering



**CLASSIC ALFA ROMEO SPECIALISTS FOR ROAD, RACE & RESTORATION**
**KEW GARDENS, SURREY.**
**TEL: (0181) 332 7633 MOBILE: 0860 538 437**
**Secure Storage Available. Viewing by Appointment.**



**1970 ALFA ROMEO 1750GTAm.** Replica on original LHD MkI shell, correct GTAm wheels etc .... **£POA**



**1976 ALFA ROMEO 1600GT JUNIOR.** 36,000 miles from new, Grigio chiaro met. Unique..... **£8,250 (car similar to above)**



**1971 ALFA ROMEO 1750 GTV.** Bianco/black interior. Just completed 2 year bodywork restoration. 63,000 miles and 3 owners from new..... **£9,250**



**1966 ALFA ROMEO GIULIA SPRINT GT.** Bluette/red interior, mild rally/tour prepared. All original parts retained, very original ..... **£6,250**

**1969 ALFA ROMEO 1750 GTV (MKI).** Yellow ochre/black interior, 2 owners from new, 52,000 miles, complete for restoration ..... **ENQUIRE**

**1972 ALFA ROMEO 2000 GTV.** Rosso, lightweight panels, full roll cage, Harvey Bailey suspension, Bilsteins, 160 bhp, trimmed & road registered. Ideal sprint/track day/hillclimb car ..... **£6,750**

**1973 ALFA ROMEO 1600 GT JUNIOR.** Bianco, fitted 2000 GTV engine, period alloy wheels, tax exempt, needs tidying ..... **£2,450**

**1973 ALFA ROMEO 1600 GT JUNIOR.** Rosso Farina. Fitted 1750 GTV engine, Koni suspension, period alloy wheels ..... **£4,750**

**1975 ALFA ROMEO 2000 GTV.** Rosso/black interior, extremely good, well sorted car ..... **£7,500**

**1975 ALFA ROMEO 2000 GTV.** Bianco/black interior, Campagnolo alloy wheels ..... **£7,250**

**1975 ALFA ROMEO 2000 GTV.** Rosso Farina/black interior, good usable car ..... **£4,250**

**PARTS**

4x Competition steel wheels (6"x14") ..... **£160**
1x Pair 1600 full race cams (used) ..... **£150**
1x Pair 2000 fast road cams (used) ..... **£150**

**ALSO MANY BODY PANELS, SPARES FOR 105 SERIES COUPE & SPIDER**
**FAST ROAD TO FULL RACE PARTS AVAILABLE CAMS, PISTONS, SUSPENSION ETC**



*Heritage*
**Car Consultants**

Buying a Classic Car?
Protect your investment.
Before you buy consult the experts.

Services Available:-

- Pre-Purchase Inspection
- Auction Assistance
- Insurance Valuation
- Vehicle Location
- Restoration Management

For prompt and personal service contact Paul on

**Tel: 0117 9498574**
**Fax: 0117 977 6706**



JOHN KNOWLES

**Specialist Dealer in Rare, Secondhand and Out-of-Print Motoring Books**

Visitors are most welcome at the bookroom but please telephone before coming.
Catalogue available - UK and overseas - £2.00.
I am always interested in buying single items or full collections of motorbooks.

**Brick Kiln Farm, Hingham Road, Great Ellingham, Norfolk NR17 1JE.**
**Tel: 01953 452257**
**Fax: 01953 452733**
**Website: johnknowlesbooks.co.uk**
**E-mail: john@johnknowlesbooks.co.uk**



MASERATI

Graypaul
A Sytner Company



Maserati 3200GT 4 Seater Coupe
From only £395 per month

• 3.2 Litre V8 Twin Turbo Engine • 370Bhp @ 6250 RPM
• 0-62mph - 5.1 secs • 174mph Top Speed
Available in 6 speed manual or Automatic Gearbox • 2 Years Manufacturers Warranty

For further details or to arrange a test drive contact Nick Jessop on 01509 232233 or Email: graypaul.maserati@sytner.co.uk
www.sytner.co.uk

**Telephone (01753) 644599**

# RUNNYMEDE MOTOR COMPANY

**Facsimile (01753) 646909**

## ASTON MARTIN IN THE THAMES VALLEY



**1985 Aston Martin V8 Volante.** Finished in Salisbury blue with magnolia hide interior with dark blue mohair hood. This is a very interesting car in that it is fitted with 'Vantage' carburettors and cams with the resulting extra power. The car has covered 62,000 miles and has a comprehensive service history. Also fitted with cross spoke alloys wheels and Vantage front air dam. Very realistically priced at ..... **£54,950**



**1980 Aston Martin V8 Vantage (580 Series).** This is a beautiful, well cared for example in Jubilee silver with contrasting pale grey hide piped dark grey. It has covered only 63,000 miles and has comprehensive service history. Sensibly priced at ..... **£38,950**



**1977 Aston Martin Flip Tail Vantage.** Finished in metallic bright blue. Accompanied by substantial service history, this fine supercar in excellent order has the advantage of five speed manual gearbox, Harvey Bailey handling kit, Goti wheels, an X pack spec engine ..... **£28,950**



**1962 Aston Martin DB4 Series IV.** Similar to the above. Finished in British Racing green with tan interior and fitted with chrome wire wheels and overdrive gearbox. This car was in the same ownership for the last 15 years and is in very good condition throughout ..... **£39,950**



**1963 Aston Martin DB4 Series V.** Similar to the above. Finished in bright red with original red leather interior. This was the last and most developed of the DB4s and is very rare in that it was one of the few produced with upright headlights. The car has been in the same ownership for the last 30 years and whilst we believe the car to be structurally sound it would benefit from some cosmetic improvements. Hence price of. ..... **£32,500**




**Aston Martin DB4 Series III.** Finished in black with orange stripe (decals now removed). This car is in fine mechanical order and ready for this season for historic rallies or standard class of AMOC post-war challenge. Extras include - full roll-cage, fire eater system, 4 litre engine, twin oil coolers, modified fuel cell and much more ..... **£46,500**



**1990 H Aston Martin Virage.** Similar to the above. Finished in British Racing green with light tan leather piped green with beige carpets piped green. This car is fitted with manual transmission and has covered only 30,000 miles and has full Aston Martin service history. It is in excellent condition throughout and sensibly priced at ..... **£37,950**
Also another similar car but with automatic transmission at..... **£39,950**



**1952 Aston Martin DB2.** This was the Earls Court Motor Show car of that year. It has an excellent history, chassis number LML/50/218. It successfully competed at Goodwood, Wiscombe and Brand Hatch in the eighties. Complete refurbishment of this car has now been accomplished. Finished in British racing green with tan hide by Gary Wright ..... **£POA**



**1968 Aston Martin DB6 Auto.** Finished in dark blue with black hide and fitted with power steering and chrome wire wheels. It is nice both bodily and mechanically, and represents very good value ..... **£26,950**

## AND OTHER INTERESTING SPORTS CARS



**1974 Ferrari 365 GTB4 Daytona.** Finished in Rosso red with black hide interior and fitted with Borrani wire wheels, this is a near perfect example of the marque. Tested when new at 174 miles an hour. It is a true super car..... **Please enquire for more details**



**1974 Jaguar E-Type Roadster V12 Series III.** This car is finished in rhodium silver with black hide interior and black mohair hood. The car is fitted with chrome wire wheels and automatic transmission. This car comes with a very comprehensive service history but has covered a total of 102,000 miles and hence is very sensibly priced at ..... **£19,995**



**1964 Jaguar E-Type Fixed Head Coupe 3.8.** This is an exceptional car finished in carmen red with black hide interior which was completely rebuilt approximately 3 years ago to an extremely high standard. The car is very detailed beneath the bonnet and is fitted with chrome wire wheels. It is exceptional throughout and priced accordingly ..... **£22,950**



**1996 N TVR Cerbera 4.2 Litre.** Finished in metallic green pearl with full butterscotch hide interior fitted with power assisted steering, CD, air conditioning and having covered only 6,000 miles from new. The car is in perfect condition throughout, sensibly priced at ..... **£25,950**



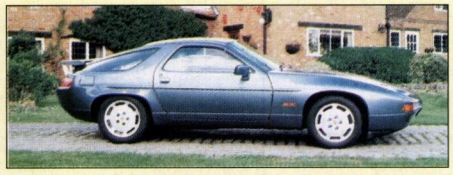
**1977 Porsche Carrera 3 litre Sport Coupe.** Finished in Grand Prix white with red centered wheels and red Carrera lettering. This car is in extremely nice condition throughout and has period black and tartan interior and is fitted with an electric sunroof and Blaupunk CD player. The car has covered 88,000 miles and has a comprehensive service history. Sensibly priced at. ..... **£12,950**



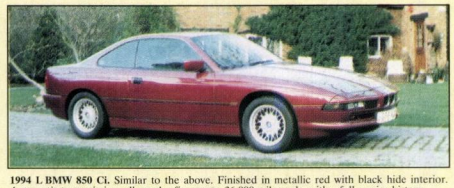
**1958 Austin Healey Frog Eye Sprite.** Finished in British Racing green with black hood and original black bucket seats. The car is fitted with weber carburettor, full flow exhaust and disc brakes, making it quicker and fun to drive. It has excellent weathering equipment and new side screens. Sensibly priced at. ..... **£5,995**



**1981 Ferrari 308 GTSi.** Finished in red with black hide interior and having covered only 49,000 miles. The car comes with a complete service history and is in very good order ..... **£24,950**



**1990 Porsche 928 S4.** Finished in dark metallic blue with linen hide piped blue and fitted with automatic transmission and electric sunroof. The car has covered 62,000 miles from new and is in excellent condition ..... **£18,450**



**1994 L BMW 850 Ci.** Similar to the above. Finished in metallic red with black hide interior. Automatic transmission, all usual refinements, 36,000 miles only, with a full service history. ..... **£23,950**

**WE ARE CONSTANTLY SEEKING MORE STOCK - TELL US IF YOU HAVE SOMETHING TO SELL. COMMISSION SALES ALSO UNDERTAKEN. PHOTOGRAPHS AND MORE DETAILED SPECIFICATIONS ON REQUEST. WE ARE SITUATED 12 MILES WEST OF HEATHROW.**




# Siam

Our last Invicta for sale, the ex Works Speedy lived up to her name and "Flew out of the door" as the saying goes! This is not quite the case because she stays with us for some of our well-known gentle engine fettling before serious competition in Europe later this year!

**"Siam"** the second low chassis Invicta that we are honoured to be able to offer for sale within 2 months is a very exciting car. As her, or should it be his name suggests, there is a royal connection.

Built in 1933 this car was supplied to Prince Bira of Siam.

Featured or mentioned in the following publications:-
*The Gauntlet April 1938*
*"Wheels at Speed" by Prince Chula of Siam 1946*
*Motor Sport 1952*
*"Kings of the Road" by Purdy 1955*
*Daily Telegraph March 1998*
and shortly to feature in a major article by Johnathan Stein for Automobile Quarterly. This incredibly original and well-documented Invicta with Carbodies body No 1463 is in immaculate condition and is a joy to drive

As can be seen from the photograph low chassis Invictas appeal to the most discerning of drivers at any time of the year!

**RESTORATION**

• Although known as Invicta and Lagonda specialists for the last 15 years, we have rebuilt, Restored or just Serviced a vast range of cars from Veteran to Classic. • The remarkable performance improvements we have made to the Meadows engine by more than doubling the power output to 230 BHP and 312 FT/LB of torque are well known and being enjoyed by several Invicta and Lagonda owners. These improvements produce startling performance figures without any loss of tractability and usability. • Our engineers are fully conversant with most makes of vintage cars and have successfully prepared for racing (apart of course from Invictas and Lagondas) modesl as diverse as 250 Maseratis, Ferrari Monzas, D Type Jaguars and many 1950's Loti. • At the other extreme we enjoy the challenge of manufacturing many new parts including nuts and bolts for those one off Veteran cars that wish to travel to Brighton each year! • Full machine shop facilities available for fabrication work. • Our hourly rate is extremely competitive. Currently £26 plus VAT per hour. • Come and talk to us about your requirements, be it simple service, full rebuild or race preparation. • Storage and a staggered restoration programme, to spread the cost, can be discussed. • Commission sales welcome.

CEDAR
Classic Cars Ltd

**DEREK GREEN • HARTLEY WINTNEY • TEL: 01189 326628 or Fax: 01252 842111 • EMAIL: dg@cedar-ltd.demon.co.uk • WEBSITE: www.cedar-antiques.com**

HENRY PEARMAN
THE E-TYPE SPECIALISTS
EAGLE E-TYPES

EAST SUSSEX
www.eagleetypes.com




*The* **EAGLE E-TYPE** is acknowledged worldwide as the ultimate restoration. Each car is an exclusive, personally tailored package, handbuilt to order - totally in house, without compromise. Our comprehensive range of upgrades and levels of enhancements - exhaustively developed, fully tested and evolved over the past 10 years, will vastly improve reliability, comfort and performance. We achieve the safety and peace of mind taken for granted with new cars of today, and the performance expected from modern supercars.

**JAGUAR E-TYPES FOR SALE.** We stock at all times a very wide range of meticulously selected, top quality, pre-owned examples. Each car is then fully prepared to our exacting standards and can be further enhanced by capitalising on exclusive access to our comprehensive menu of upgrades. Full details are available on our website or call for our latest stocklist.

**JAGUAR E-TYPES FOR SALE TO IMPROVE.** We also stock an excellent range of E-Types for improvement. Prices range from **£6,500** for an original R.H.D. coupe to **£22,750** for an exceptionally sound driveaway roadster.

Full details on our website or call for our stocklist

**JAGUAR E-TYPE? CALL EAGLE**

**Tel: (01825) 830966 Fax: 830872**

# Rod Jolley

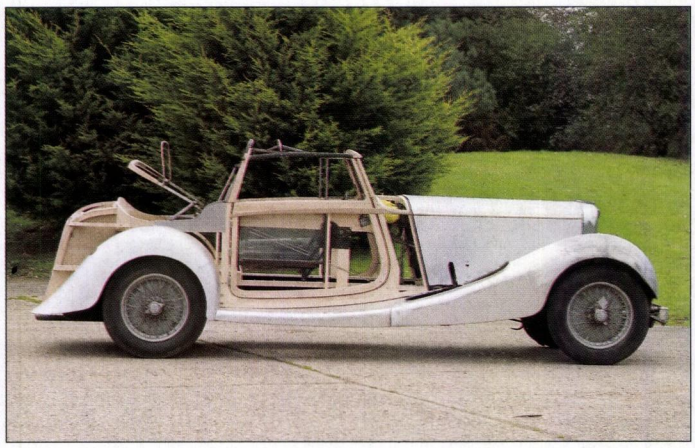
COACHBUILDING

*Specialist Panel Beating and Ash Framing*

SPECIALIST PANEL BEATING & ASH FRAMING

**37 GORDLETON INDUSTRIAL PARK, SWAY ROAD, LYMINGTON, HANTS SO41 8JD.**
**TEL: (01590) 683702. FAX: (01590) 683634. INTERNET: http://www.rod-jolley.co.uk**
**EMAIL: rod@rod.jolley.co.uk**



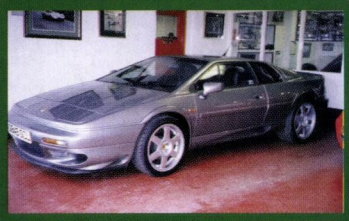


This **Lagonda** drop head coupe has recently had a new ash frame patterned from the original body and is seen here with the original refurbished wings in position. The ash frame will be clad using as many of the original aluminium panels as possible.



# Paul Matty *Sports Cars*

## VISIT OUR WEB SITE
## www.racecar.co.uk/pmattysportscars














**LOTUS EXCEL SE.** 1989, bright red, full gold leather, a/c, high mileage but great value for the enthusiast . . . . . **£6,995**

**LOTUS ELAN SPRINT DHC.** Golf Leaf colours, Lotus replacement chassis, lovely condition . . **£13,950**

**LOTUS ELAN S3 FHC.** Fully restored, new everything, carefully assembled with TLC. One of the best examples anywhere . . . . . **P.O.A.**

**LOTUS ELAN S4 FHC.** For restoration . . . . . **P.O.A.**

**LOTUS ELAN S4 DHC.** Red, replacement chassis, Weber carbs., new dashboard. A nice, tidy car **£11,950**

**CATERHAM 7.** 1700cc Supersprint, 1989. Polished alloy body with green wings and yellow nose. Full weather gear . . . . . **£8,995**

**CATERHAM 7.** 1989, 1700cc Cougar engine, FIA roll bar, prepared for road/competition use. Polished alloy with red cycle wings, full harness etc . . . . . **£8,995**

**WESTFIELD 7. BRG.** All alloy example, very rare, built as a replica 7 . . . . . **£5,999**

**AUSTIN HEALEY 3000 MKIII.** 1966, rebuilt by John Chatham Cars in 1991 for historic rally or fast road use. Alloy panels, works hardtop, triple Webers, competition exhaust with side pipes. Red with white hardtop, absolutely stunning . . . . . **£28,000**

**TVR GRIFFITH 500.** 1997, yellow with black leather interior. 7,900 miles only. Lovely condition . . **£27,250**

**FURY SPYDER SPORTS RACER.** Completed July 1999. Rover 1400cc K series, 5 speed, Revolution wheels, ultra light, built to FIA/MSA spec including 6 point harness. RAC/MSA logbook, only minor additions for road use.

**RENAULT CAR TRANSPORTER.** Professionally converted. Rebuilt engine etc. Electric winch . . . . **£3,000 + VAT**

**MARCH 712.** 1971, Euro F2 car. In excellent condition, ready to run, FIA papers, s/stroke Richardson injected engine, FT200 gearbox, exceptional, 2 owners from new, spare wheels available . . . . **£32,500 + VAT**

**LOTUS ELISE.** 1997, siler with red full leather interior, driving lamps, radio, alloy window winders etc . . . . . **£19,500**

**LOTUS ESPRIT V8 GT.** 1998 S. Titanium bodywork with black hide upholstery, a/con., lowline dashboard, 8,600 miles only, superb . . . . . £38,950

LOTUS ESPRIT S4S. 1995, red with charcoal hide, 61,000 miles recorded, excellent value . . . . . **£24,950**

**LOTUS ESPRIT S4.** 1994, Pacific blue, full magnolia hide, a/con., 39,000 miles with FSH, lovely condition . . . . . **£23,500**

**LOTUS ESPRIT TURBO SE.** 1989, Calypso red with magnolia hide. This car is probably unique, in the fact that it has covered only 21,000 miles and has been displayed at several shows, and is probably one of the cleanest and most outstanding examples available at the moment . . . . . **£18,950**

**LOTUS ESPRIT N/A.** 1988, white, tan hide, 54,000 miles only . . . . . **£12,950**

**LOTUS ELAN SE.** 1991, Calypso red, full hide interior, 37,000 miles only. A splendid example . . . **£14,750**

**LOTUS ELAN SE.** 1990, Calypso red, full grey leather with red stripe, red carpets, 44,000 miles only. An excellent example . . . . . **£14,500**

**LOTUS ELAN SE.** 1990, British racing green, full leather, FSH . . . . . **£13,950**

**LOTUS ELAN SE.** Pacific blue, half leather, good service history, 2 owners . . . . . **£13,950**

**LOTUS ELAN SE.** Calypso red, full grey hide with red stripe, good condition throughout . . . . . **£12,950**

**LOTUS ELAN SE.** 1990. Pacific blue, full hide interior, good value at . . . . . **£12,950**

**LOTUS ELAN SE.** Red, full leather, uprated alloys, excellent paintwork . . . . . **£11,950**

**LOTUS EXCEL SE.** 1990. Steel blue, magnolia leather, a/c, good service history, excellent example . . . . . **£7,995**

## Tel: 01527 835656 Fax: 01527 575172

## LOTUS WANTED

# IVAN DUTTON LTD

BUGATTI

## Bugatti Type 35B

**BC Chassis No. VSCC Blue Form**

Winner of Itala Boulogne, Seaman and Williams Trophies fitted with fresh engine for the 2000 season. Immaculate Blue with Black leather trim, easily detachable wings & lights, shatteringly fast as a road car as even on petrol, it gives over 160bhp & real torque

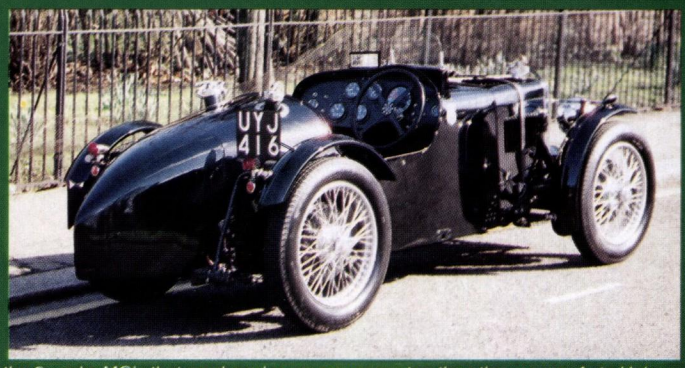





**Peacehaven Farm, Worminghall Road, Ickford, Nr Thame, Bucks, HP18 9JE.**
**Tel: 01844 339457 Fax: 01844 338933 Ten minutes from M40 junction 7 west, junction 8 east.**

## Paradise GARAGE




**1934 MG Q TYPE REPLICA.** An extremely well built and well known recreation of one of the 8 works MG's that produced more power per ton then the pre-war Auto Unions and Mercedes. Current holder of the MGCC Mary Harris Trophy. Fitted with pre-war Marshall supercharger, Phoenix crank, Carillo rods and ENV pre-select gearbox. Very well sorted and ready for race or fast road use. **£39,500.**

***A SELECTION OF OTHER VEHICLES AVAILABLE***

1932 ASTON MARTIN LE MANS COMPETITION 2 SEATER.
1958 ASTON MARTIN DB 2/4 MK III SALOON.
1959 ASTON MARTIN DB2/4 MKIII.
1983 ASTON MARTIN V8 VOLANTE (LHD).
1986 ASTON MARTIN ZAGATO VOLANTE.
1931 W.O. BENTLEY 8 LITRE SPORTS SALOON by VANDEN PLAS.
1955 BENTLEY S1 DROPHEAD CONTINENTAL COUPE by PARK WARD.
1957 BENTLEY S1 CONTINENTAL 2 DOOR COUPE by PARK WARD.
1974 FERRARI 246GT DINO
1950 JAGUAR XK 120 ROADSTER. BRG with maroon hide.
1958 JAGUAR XK 150 3.4S ROADSTER.
1962 JAGUAR E TYPE 3.8 FHC.
1958 MERCEDES 220S SALOON LHD.
1935 MG PB Supercharged.
1953 MG TD.
1920 ROLLS ROYCE SILVER GHOST LANDAULETTE by BREWSTER.
1930 ROLLS ROYCE PHANTOM 1 NEWMARKET by BREWSTER (LHD).

Price and further details of the above mentioned cars and a list of our full inventory available on request. Hours of business: 9.30am-6.30pm Monday-Friday. At all other times by appointment only. Alway available on **0171 720 0054**

**WANTED URGENTLY FOR OUTRIGHT PURCHASE OR CONSIGNMENT SALE PRE AND POST-WAR CARS OF THE ABOVE QUALITY.**

**Scout Lane, Old Town, Clapham, London SW4 0LA. Tel: 0171 720 0054. Fax: 0171 720 4394. Email: sales@paradisegarage.co.uk**

BELL & COLVILL



RACE REPLICA AVAILABLE JUNE THIS YEAR

LOTUS MOTORSPORT ELISE 0-60 3.9 SEC.

BELL & COLVILL



LIMITED TO 340 AND LIKE NO OTHER

LOTUS 340R 0-60 4.3 SEC.

BELL & COLVILL



ALMOST UNBELIEVABLE

LOTUS M250 ORDERS NOW BEING TAKEN AVAILABLE NEXT YEAR

# IF IT'S A LOTUS, IT'S GOT OUR NAME ON IT

Bell and Colvill have been with Lotus for well over 30 years which makes us the longest serving dealership. We've raced, looked after and loved them, which ever Lotus takes your fancy we can guide you through the choices with the knowledge of those well spent years.

We offer the best possible delivery on new cars, always have a large stock of first rate second hand Lotus Elan, Elise and Esprit and are able to deliver Lotus spares for all models, whatever the year, world wide.

The handsome Elise has prooved a real winner. Should you wish to go a little bit faster or even a lot, Bell and Colvill will give you all the advice you need. We have a very wide range of race packages, engine tuning and handling modifications.

An informed chat with Bobby Bell or Tom Clark on 01483 281000 will put you on the right road or track, whichever is your desire. There are track days a plenty for you to try your hand, a terrific thrill no matter what degree of tuning you have gone for.

A test drive is a must. We would be more than happy to arrange this for you, monday to saturday, just ring us.

Our exciting new modifications catalogue is now available and is just a phone call away.

The stuff that dreams are made of.

**BELL & COLVILL**
*Motorsport*

**EPSOM ROAD, WEST HORSLEY, SURREY KT24 6DG**
**TELEPHONE: 01483 281000**
**FAX: 01483 281999**
**WEBSITE: www bell-colvill.co.uk**
**E MAIL: enquiries@bell-colvill.co.uk**

BELL & COLVILL



PLEASING

OUR ROAD SPORT CHAMPION CLASS C DRIVER PHILIP GLADMAN WITH OUR CLASS B CHAMPION DRIVER NATASHA BELL

KEY
CONTRACT HIRE

1955 Austin Healey 100/4 BN1. Wire wheels, luggage rack, period mirrors & bonnet strap ..... £12,990
1992 Lotus Omega Supercar. LHD, 20,000 miles. Ex General Motors collection. Fantastic value ..... £19,950
1988 BMW 325 Convertible. LHD. Automatic, FSH, showroom condition ..... £4,990
Porsche 911 C4 Amethyst, 17 inch cup wheels, FSH. Our directors car. Superb ..... £22,500
1930 Sunbeam Six Roadster. Boat tail body. Lots of super period accessories, very imposing ..... £35,000
1997 MGF VVC Roadster. FMGSH, 27m, as new, local village car. Great value ..... £12,990
1979 Rolls Royce Shadow II. 62,000 miles. Highland Green with Willow Gold side inserts, Biscuit hide inteior, piped Green. Great history ..... £12,990
1990 Toyota Sera Coupe. Gullwing doors, Auto, air con, CD, p/steering (Corolla based) ..... £5,990
1996 Nissan Skyline GTS 2.5 Coupe. Silver/Black, absolutely loaded spec. As new ..... £14,990
1981 Rolls Royce Silver Spirit. 81,000 miles. Ice Green/Biscuit hide. FSH. New tyres. Lovely car ..... £11,990
1996 Mazda MX5 1600cc. Momo wheels, air con, CD, h/top, 16,000 miles. History. As new ..... £10,990
1957 MGA 1500. Speedwell Blue/Grey hide. Gorgeous! Luggage rack, wire wheels, wood steering wheel ... £12,990
1998 Mercedes Benz 320 CLK Elegance. Highest spec. 89 Model. Met Black. FSH. Two to chose from. List about £48k ..... £34,990
1976 Bentley T1. 42,000 miles. FSH. One owner. Moorland Green. Tan interior. Electric s/roof. The best! .. £12,990
1997 AC ACE 5.0 Supercharger V8. Optional hard top, full leather, air con, electric windows/mirrors and seats. CD player, alarm. Ex factory preproduction demonstrator. Unique. New £75,000. ..... NOW £38,000
1962 Bentley S11. Green with Biscuit hide. Owned by Rolls Royce & Bentley Engineer. Superb example ... £14,990
1992 Mercedes Benz 300 SL 24V Auto. Hard and soft tops, Blue/Black Metallic with Black full leather interior, wood trim. Rear seats, climate control, PAS, roll bar, electric seats/mirrors/sun roof & windows. Full Mercedes Benz Service History. Total spec, kept in Carcoon ..... £26,750
1998 Mitsubishi Evolution Tiptronic. Glacier White with Grey hide interior. Full options. Absolutely brilliant road version of Rally Shogun. 11,000 miles ..... £24,990
1986 Cobra 351 C.U. Ford V8. One owner. £20,000 spent on restoration. A cracker ..... £14,990
1988 Porsche 944 Lux. FSH. Baltic Blue/Cream ½ leather. Very nice original car. Ideal first Porsche. Only ... £6,990

**CONTRACT HIRE, LEASE OR PERSONAL CONTRACT PLANS AVAILABLE FOR MOST TYPES AND ALL AGES OF VEHICLE. COMPREHENSIVE WARRANTIES UP TO 3 YEARS TO SUIT HIGH PERFORMANCE AND CLASSIC CARS.**
**PLEASE CALL ANGELA FOR FURTHER INFORMATION**

**TEL: 01428 608200**
**FAX: 01428 608799**

KEY
CONTRACT HIRE

**Email: sales@key-contracthire.com**
**Web: www.key-contracthire.com**

**KEY CONTRACT HIRE, HEADLEY ROAD, GRAYSHOTT, HINDHEAD, SURREY GU26 6LB**



# Buy or sell a classic Jaguar with total peace of mind



£34,500

**1950 XK 120 Roadster**
Silver/Red. WW. SS exhaust. Fully restored. (N)



£30,000

**1961 Mk 2 3.8 MOD**
Gunmetal/Red. CWW, SS exhaust, P/S. Fully restored early 1990's. (D)



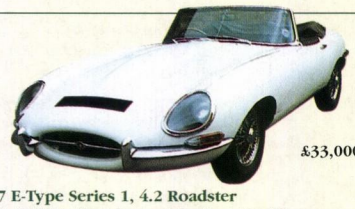

**1962 E-Type Series 1, 3.8 FHC**




**1955 XK 140 FHC**



**NEVILLE JOHNSON**
TRAVELS FURTHER AND LOOKS HARDER TO FIND THE BEST QUALITY CARS CURRENTLY AVAILABLE



£33,000

**1967 E-Type Series 1, 4.2 Roadster**
Old English White/Black. Restored. Excellent drive. (D)



£34,500

**1959 XK 150 3.8SE DHC LHD**
Claret/Biscuit. WW. Very original. Imported from dry US state. (D)



Offers over £35,000

**1974 E-Type V12 Roadster Auto**
Signal Red/Black. Very original with only 8,500 miles from new. (D)



£39,950

**1960 XK 150 3.8S FHC**
Red/Beige. Original RHD. Matching no's. Fully restored. (D)



£22,500

**1962 Mk 2 3.4 MOD**
Dark Blue/Magnolia. Factory sunroof, P/S, CWW, SS exhaust. Restored. (N)



Choice of two

**1973 E-Type V12 2+2 FHC Manual**
Signal Red/Black. CWW. Fully restored. Absolutely 1st class condition. (D) **£24,950**

**1974 E-Type V12 2+2 FHC Auto**
Red/Beige. CWW. Factory steel sunroof. Full restoration by XK Engineering. (N) **£26,000**

**1955 XK 140 FHC**
Red/Beige. Overdrive. Twin SS exhaust, Webasto roof. Selling on behalf of client. (N) **£17,500**

**1964 Mk 2 3.8 Auto**
Midnight Blue/Grey. SS exhaust, P/S, WW. Full restoration. (D) **£25,950**

**1973 E-Type V12 Roadster**
Old English White/Black. Auto. A very original car. Drives like new (N) **£33,500**

***(D) or (N) denotes location: (D) = Daventry (N) = Nantwich***

**SOUTHERN SHOWROOM:** Unit 8, Alvis Way, Royal Oak Trading Estate, Daventry NN11 5PG.
Fax: 01327 311756

**01327 312911**

NEVILLE JOHNSON
CLASSIC CARS

**0161 848 7775**

**NORTHERN SHOWROOM:** 17/17A Welsh Row Nantwich, Cheshire CW5 5ED.
Fax: 01270 624300

**01270 611444**

**IF YOU ARE LOOKING TO BUY OR SELL A CLASSIC JAGUAR, OR TO MAKE AN APPOINTMENT TO VISIT ONE OF OUR SHOWROOMS, CALL US ON ANY OF THE ABOVE NUMBERS**

# J.D Classics®

## THE PREMIER DEALER FOR CLASSIC JAGUARS

*Office:* (01245) 400060 *Facsimile:* (01245) 400330 *Mobile:* (0850) 966005





## CURRENT STOCK LIST

JAGUAR COMPETITION CARS, Please call for current stock of genuine competition cars.

SS100 3fi LITRE – A genuine car with wonderful originality, Gunmetal Green hide and carpets, excellent provenance including documented race history. Klemantaski photographed this car in competition in 1939.

JAGUAR MKV 3fi LITRE SALOON – Lavender Grey/Red hide and carpets, totally restored regardless of cost, superb original interior. 2 owners in the last 28 years. All original paperwork including sales invoice, brochures etc. UNIQUE

JAGUAR XK 140 DROPHEAD SPECIAL EQUIPMENT, LHD – Battleship Grey/Red hide and carpets, 16" chromed wire, overdrive gearbox, matching numbers, etc and the subject of a total chassis-off restoration. Originally right hand drive, we can convert back to RHD if you wish. Another magnificent example of the marque, and very rare.

JAGUAR XK 140 ROADSTER RHD – Dark Blue/Blue hide an carpets, 16" chromed wire wheels, power steering, front disc brakes, J.D. Sport 5 speed gearbox. Subject of a total chassis of restoration to very high standards, unused since. Stunning.

JAGUAR XK 140 ROADSTER RHD – Pastel Blue/Blue hide and carpets, 16" chromed wire wheels, 4 wheel disc brake conversion with Servo, subject of a total chassis off restoration to a high standard, an excellent useable example.

JAGUAR XK150 'S' DROPHEAD 3.8 LITRE, RHD – British Racing Green/Beige hide and carpets. Black hood, 16" chromed wire wheels, all matching numbers, subject of a total chassis off restoration 8 years ago. We have bare metal repainted and fully detailed the car. Stunning.

JAGUAR XK 150 'S' ROADSTER 3.4 LITRE RHD – British Racing Green/Beige Hide and carpets, chromed wire wheels, sympathetic restoration on a superbly preserved original right hand drive car, matching numbers, etc. Unrepeatable discovery.

JAGUAR E-TYPE S1 4.2 LITRE ROADSTER, RHD – Primrose Yellow/Black hide and carpets, subject of a total concours rebuild by ourselves on behalf of a client, specification includes body taken back to bare monocoque and bead blasted, new bonnet and doors etc. Completely rebuilt and detailed suspension, modifications include J.D. Sport brakes including unique handbrake system. J.D. Sport handling package, high performance engine including knife edge and polished crankshaft etc. Competition chromed wire wheels, the best S1 4.2 Roadster available, six figure sum spent in restoration, our brief was to produce the best. Full specification available on request.

JAGUAR E-TYPE S1 4.2 LITRE ROADSTER, RHD – Grey/Blue hide and carpets, subject of a total rebuild 10 years ago, recent modification include J.D Sport suspension package, J.D Sport brakes, solid rack mounts, competition chromed wire wheels, modern stereo etc. A superb usable example.

JAGUAR 'E' TYPE S2 4.2 LITRE FIXED HEAD COUPE RHD – British Racing Green/Green hide and carpets, chromed wire wheels, subject of a total restoration 7 years ago to a superb standard, one of the best series 2 fixed heads you will ever see.

THE J.D. SPORT MARK II SALOON – Developed over 10 years, and hand-built by J.D. Classics for modern motoring, with a little old-fashioned excitement! Colour specification to your choice, J.D. Classics sports front seats, complete leather interior, including door panels, parcel shelf etc., inertia reel belts to front and rear, our own unique walnut veneered centre dash to match your choice of woodwork, CD/music etc. to your choice. Highest specification, completely rebuilt sports engine, choice of either 3.4 or 3.8 litre, 4.2 litre fuel injection or our latest XJR V.8 Supercharge. 3.4 to 4.2 litre engines are gas flowed, lightened and balanced, unleaded fuel head, electronic ignition, fast road camshafts. 2" stainless steel manifolds and exhaust system, catalytic converter, rack and pinion power steering, remote adjustable sports suspension, competition wire wheels, sports braking system, VR tires, choice of gearbox, air-conditioning, etc. Our work is carried out to an impeccable finish, and we will build to your individual specification if you wish.

The world is blessed with 'look-alike', efficient, luxury vehicles. But are you excited? Boredom can be very expensive! The "J.D. Sport" is exclusive. It is a car that will express your taste, and your individuality. You may even get excited, again . . . !

J.D. SPORT MK II SALOON 4.0 LITRE 5 SPEED MANUAL – Opalescent Dark Blue/Grey hide and carpets, competition chromed wire wheels, X300 4 LITRE JAGUAR engine, electric windows, power steering, electric sunroof, central locking, CD player, remote adjustable seats, air conditioning etc. 1,000 miles only. Superb specification.

JAGUAR MARK II 3.8 LITRE SALOON, MANUAL WITH OVERDRIVE – Dark Blue/Grey hide and carpets, chromed wire wheels, a superb original low mileage car in original condition. An ideal basis for an updated daily driving example.

JAGUAR MARK II 3.8 LITRE SALOON, AUTOMATIC – Opalescent Light Blue/Dark Blue Hide with Grey carpets, chromed wire wheels, an excellent J.D. Classics modified car, updates include: late automatic gearbox, rack and pinion steering, air conditioning, J.D. Sport vented disc brake conversion, J.D. Sport front seats with arm rest and all leather interior, multi change CD player, telephone, J.D. Sport alloy radiator, etc. Superb example.

JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Dark Blue/Red hide and carpets, competition chrome wire wheels, rack and pinion power steering, full synchromesh gearbox, total restoration by ourselves 8 years ago. Multi change CD/radio and over-rugs also fitted. Superb throughout.

JAGUAR MARK I 3.4 LITRE SALOON, SPECIAL EQUIPMENT – Cotswold Blue/Grey hide and carpets, colour coded wire wheels, manual with overdrive, matching numbers, restored by ourselves for one of our directors 5 years ago, purchased by a client 12 months ago who commissioned us to fit J.D. Sport power steering, winner of numerous concours awards, many subtle modifications. Probably the most highly detailed Mark I Saloon you are likely to see. Unique and very traditional.

J.D. CLASSICS C-TYPE ALL ALUMINIUM 1953 LE MANS SPECIFICATION BODYWORK – Torsion bar suspension, correct type chassis, body dimensions etc, complete rolling chassis and body minus engine and gearbox. We have been producing our 'C' types for the past 4 years at the rate of 2 cars per year. This is the first part completed car to be offered. We can complete this car to your final specification if you wish.

JAGUAR XJ6 4.2 LITRE COUPÉ AUTOMATIC – Red/black hide and carpets, chrome pressed wheels, 16,000 miles and two owners from new, recently fitted with new stainless steel exhaust and Harvey Bailey suspension. Wonderful original example.

*WE ARE THE PREMIER DEALER FOR CLASSIC JAGUARS. WE HAVE FULL SERVICING AND RESTORATION FACILITIES TO THE HIGHEST STANDARDS.*

***CORRECT CARS WANTED:***

*We urgently require for stock, more Classic Jaguars of the highest quality, particularly 'E' Types and XKs. If you own a superb Jaguar, and are thinking about selling, please contact us with an accurate description of your vehicle.*

*IF THE CAR YOU ARE LOOKING FOR IS NOT LISTED ABOVE, PLEASE TALK TO US ABOUT IT. WE ARE HAPPY TO DISCUSS EVERY ASPECT OF CLASSIC CAR OWNERSHIP INCLUDING CLASSIC CAR FINANCE, AND TO GIVE YOU OUR BEST ADVICE.*


**WEB SITE: www.jdclassics.co.uk**
**Email: j.d.classics@virgin.net**
**OFFICE: (01245) 400060 FACSIMILE: (01245) 400330**
**MOBILE NUMBER: (0850) 966005**

J.D Classics® Automobiles Limited

**UNITS 1-10 MORELAND INDUSTRIAL ESTATE, OLD BARN LANE, RETTENDON, CHELMSFORD, ESSEX CM3 8HA U.K.**
**COMPANY NUMBER: 2347886 VAT REGISTRATION NUMBER: 529 3874 10**
**DIRECTOR: DEREK T. HOOD**

# DUNCAN HAMILTON
## & CO., LTD.



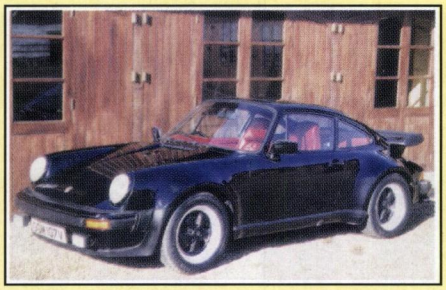

**1962 ACE ACE 2.6 RUDDSPEED ZEPHYR.** This car has just been completed a total round up restoration and is it as close to perfect as can be. Bills amounting to in excess of £36,000. Finished in Princess Blue with Burgundy hide trim. Total perfection ..... **POA**




**1959 PORSCHE 356 GS CARRERA CABRIOLET.** A with very rare hardtop. Ivory with red leather interior and beige hood. Very rare, 15 only built in 1959. Left hand drive and recently restored to an amazing standard ..... **£62,500**



**1969 FERRARI 365 GTC.** Metallic Blue with matching hide blue trim in perfect order. New Borrani wheels recently fitted, one of only 22 RHD cars built, stunning in every respect..... **£79,950**



**1980 PORSCHE 3.3 TURBO** finished in Black with full Burgundy Leather trim, **9,000 miles from new.** Supplied new by us to the late Mr Peter Grant who was Manager of Led Zepplin. Full dealer history, very rare . . **£29,950**




**1951 JAGUAR XK120 ROADSTER.** A beautiful and fully restored car previously owned by Dr. Harvey Postlethwaite. RHD. Magnificent in every respect..... **£37,500**




**1987 LOTUS ESPRIT TURBO 'HC'.** Metallic Racing Green. Oatmeal fi hide. 31,600 miles only. Full dealer service history. Air conditioning, glass roof etc. Exceptional ..... **£14,950**



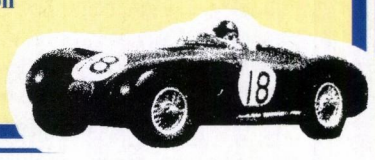
**ASTON MARTIN DB3S REPLICA.** A beautiful and painstakingly accurate reconstruction of a true British Sports Car. Many original DB3S components including engine. Great value ..... **POA**



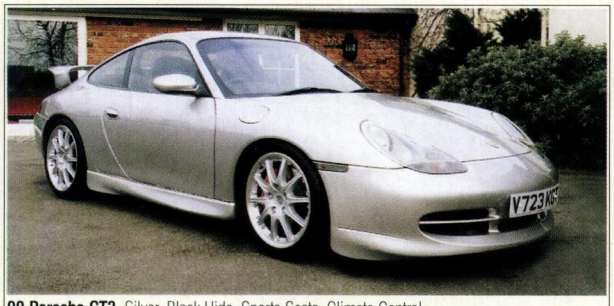
**1966 ROLLS ROYCE SILVER CLOUD III 'CONTINENTAL'.** Two door sports saloon by H J Mulliner - Park Ward. Shell grey with blue grey leather interior, this magnificent coach built Rolls Royce has received a total body off restoration to an extremely high standard, there is a full photographic record of the work carried out together with a multitude of receipts, a magnificent vehcile ..... **£29,995**

**For further information on either of the above outstanding cars please call: Adrian J. Hamilton**
**P.O. BOX 222 • HOOK • HANTS • RG27 9YZ • ENGLAND**
**Telephone: 01256 765000 Fax: 01256 766000**
**E Mail: sales@duncanhamilton.co.uk**
**www.duncanhamilton.co.uk**

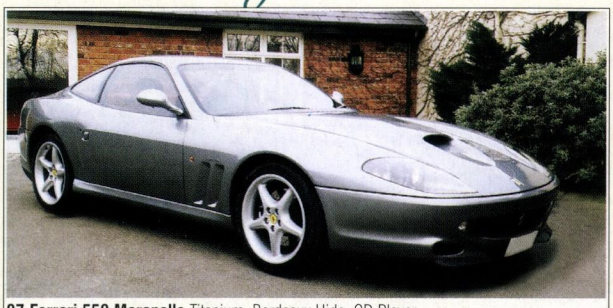
1948 50 Years 1998
Our first fifty years



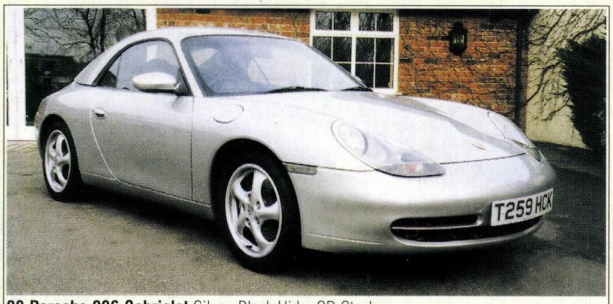
# Absolute Quality



**99 Porsche GT3,** Silver, Black Hide, Sports Seats, Climate Control, CD Player, 400 miles, UK Car (V) ..... **£POA**



**97 Ferrari 550 Maranello** Titanium, Bordeaux Hide, CD Player, Climate Control, 2,000 miles, Stunning ..... **£117,950**



**99 Porsche 996 Cabriolet** Silver, Black Hide, CD Stack, Climate Control, 8,000 miles ..... **£64,950**



**99 Mercedes E55 AMG** Estate, Azurite Blue, Two Tone Hide, Sunroof, Parktronic, Big Spec, 8,000 miles ..... **£52,950**



**99 Ferrari 456 M GTA** Silver, Bordeaux Hide, CD, Climate, 1,500 miles ..... **£149,950**



**New Mercedes S55L AMG** 360bhp, Obsidian Black, Orion Hide, Total AMG inc. Bodykit, Huge Spec ..... **£POA**

**2000 Mercedes S55 L AMG** Black, Grey Hide, Full AMG inc Body. Huge Spec .... **£SAVING**

**2000 Mercedes S55 AMG** Silver, Anthracite Hide, Total AMG Conv. Huge Spec .... **£SAVING**

**2000 Mercedes CLK55** Obsidian Black, Black Hide, Sunroof, Special Woodwork, Wheels, Bodywork By AMG, 1 Only, Huge Spec Available Jan ..... **£POA**

**2000 Mercedes CLK 230 A/garde** Silver/Two Tone Hide, S'Rf, E'Sts, High Spec ..... **£SAVING**

**2000 Mercedes CLK 320 Cab(F'Lift)** Silver, Blue/Grey Hide, Big Spec Saving ..... **£46,950**

**2000 Mercedes SLK 230** Black, Black/Red Hide, AMG Alloys, Heated Seats ..... **£33,950**

**2000 Mercedes SLK 230** Linarite Blue, Two Tone Hide, AMG Alloys, Saving ..... **£33,950**

**2000 Mercedes S320L** Chalcedony Blue, Grey Hide, 18" Wheels, Nav, Big Spec ..... **£59,950**

**99 Mercedes E55 Est** Azurite, Two Tone Hide, S'roof, P'tronic, 7,000 miles ..... **£52,950**

**2000 Mercedes E320 CDi Est** Silver, Blue Hide, S'Roof, Elec Sts, Big Spec ..... **£LIST**

**98 Mercedes SL500** Magma Red, Black, 18" AMG Alloys, 18,000 miles, 1 Owner ..... **£44,950**

**55 Mercedes 300SL Gullwing** Silver, Extremely Rare RHD Version ..... **£POA**

**99 Porsche 996 C4 Cab** Cobalt Blue, Two Tone Grey/Blue Hide, Huge Spec, 6T ..... **£79,950**

**98 Porsche Turbo '4'** Silver, Black Hide, Sports Seats, AC, CD, 4,000 miles ..... **£79,950**

**87 Porsche 911 SSC** Guards Red, Linen Hide, Sunroof, FSH, Exceptional ..... **£22,950**

**99 BMW M5** 6 Speed, Silver, Silverstone Hide, Climate, CD, Elec Seats, 11,000 mls ..... **£57,950**

**90 AM Zagato Volante** Chichester Blue, Grey Hide, Only 900 miles, Unique ..... **£89,950**

**93 Jaguar XJ220** RHD, Blue Le Mans, Grey Hide, AC, CD, 5,000 miles ..... **£POA**

**98 Ferrari 550 M** Dark Green Metallic, Bordeaux/Green Special Order Interior, Red Calipers, 1,700 miles, Must Be Viewed ..... **£117,950**

**99 Ferrari 360 Modena F1** Yellow, Black Hide, CD, 3,000 miles ..... **£122,950**

**97 Ferrari 456 GTA** Silver, Black Hide, Climate, CD, 9,000 miles, 1 Owner ..... **£107,950**

**94 Ferrari 456 GT** Rosso Monza, Grey Hide, CD, Climate, 29,000 mls, 1 Owner ... **£69,950**

**98 Ferrari 355 B** Rosso, Black Hide, Red Stitching, Fiorino Handling Kit, Challenge Grill, 5,000 miles ..... **£82,950**

**98 Ferrari 355 TB F1** Azzurio Blue, Grey Hide, CD, Climate, 5,000 miles, As New ..... **£86,950**

**94 Ferrari 348 GT Competitione** Red, 1 of Only 10 Built 6,700 miles, ..... **£63,950**

**91 Ferrari 348 TS** Rosso, Crema, AC, Radio/Cass, 12,000 Miles, Stunning ..... **£44,950**

**91 Ferrari 348 GTS** Rosso, Crema, CD, AC, 21,000 miles, Totally Pristine ..... **£42,950**

**89 Ferrari F40** Ex Nigel Mansell, 15,000 kms, Sliding Windows, Non Cat, Non Adj ... **£149,950**

**85 Ferrari 288 GTO** Red, Red/Black Interior, AC, 16,000 Kms, Outstanding ..... **£179,950**

**66 Ferrari 275 GTB 4 Cam** Red, Fully Restored, Probably One of the Best in UK ..... **£POA**

**2000 BMW 328i SE** Auto, LHD, Silver/Black, Sunroof, Big Spec, Good Saving ..... **£29,950**

**97 Bentley Cont. T** Chrome Yellow, Blue Hide, 9,000 miles, Totally Unique ..... **£149,950**

**91 RR Corniche III Convertible** Bordeaux/Magnolia, 18,000 miles, Stunning ..... **£79,950**

**90 RR Spirit II** Vermillion Red, Magnolia, While Walls, 27,000 miles, Unique ..... **£27,950**

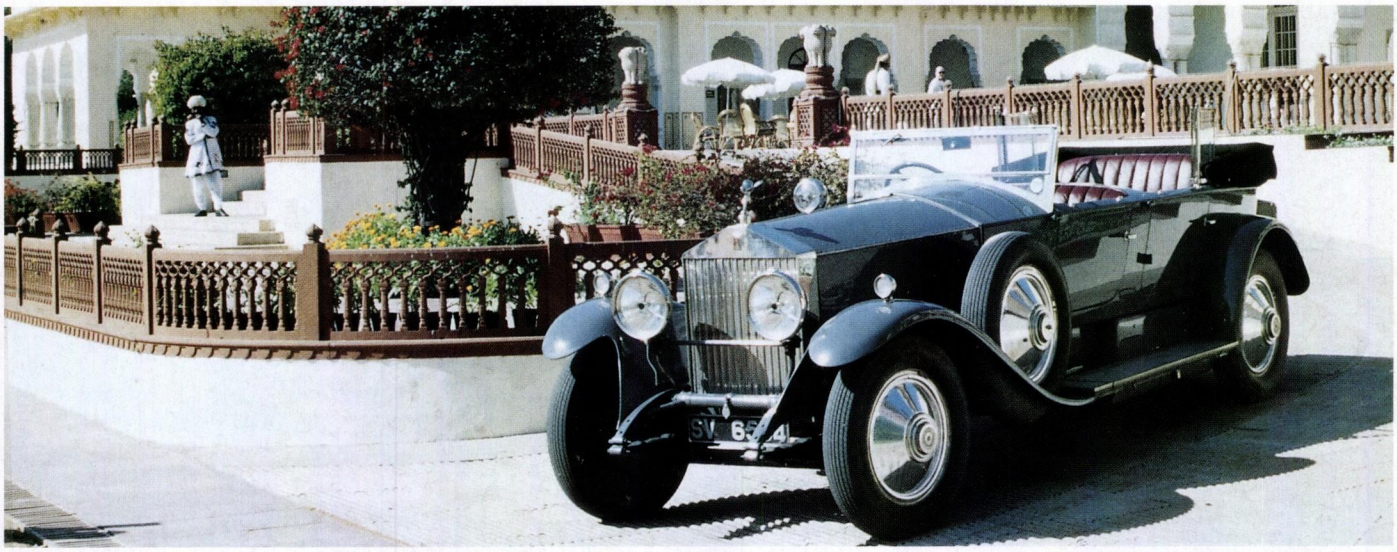
**2000 Audi TT** 180 bhp, Black, Black Hide, CD, Computer, AC, Del Miles ..... **£29,950**

**97 Lamborghini Diablo VT** Metallic Dark Green, Beige Hide, 5,300 Miles ..... **£84,950**

William Loughran

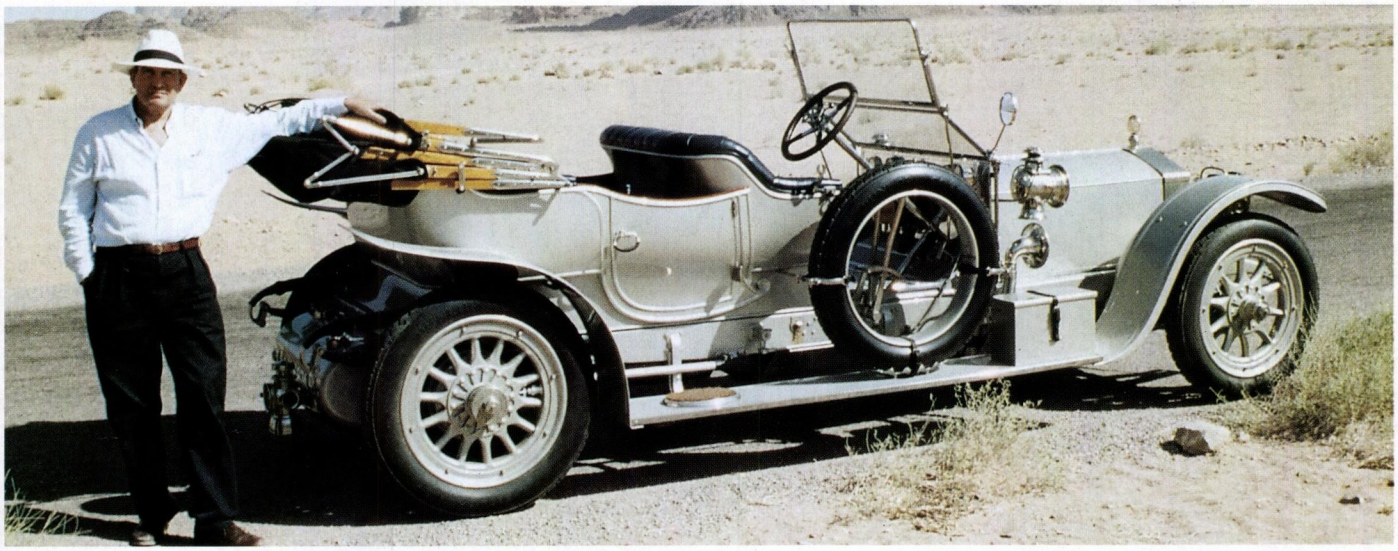

THE HAWTHORNES, GILL LANE,
WALMER BRIDGE, PRESTON, PR4 5QN.
TEL (01772) 613114. FAX (01772) 615104
E-MAIL sales@williamloughran.co.uk
www.williamloughran.co.uk

# C.A.R HOWARD LTD



Old motor cars get better when used. Our **1929 Rolls-Royce Phantom I Barker Sporting Tourer, Chassis No 86KR** won Louis Vuitton's Hurlingham Concours d'elegance in 1997. This car is not just for show as this photograph, which was taken in February, this year, at The Rambagh Palace in Rajastahn, demonstrates. During the course of a very gruelling 1100 mile rally it was driven hard and performed faultlessly.

Price on application



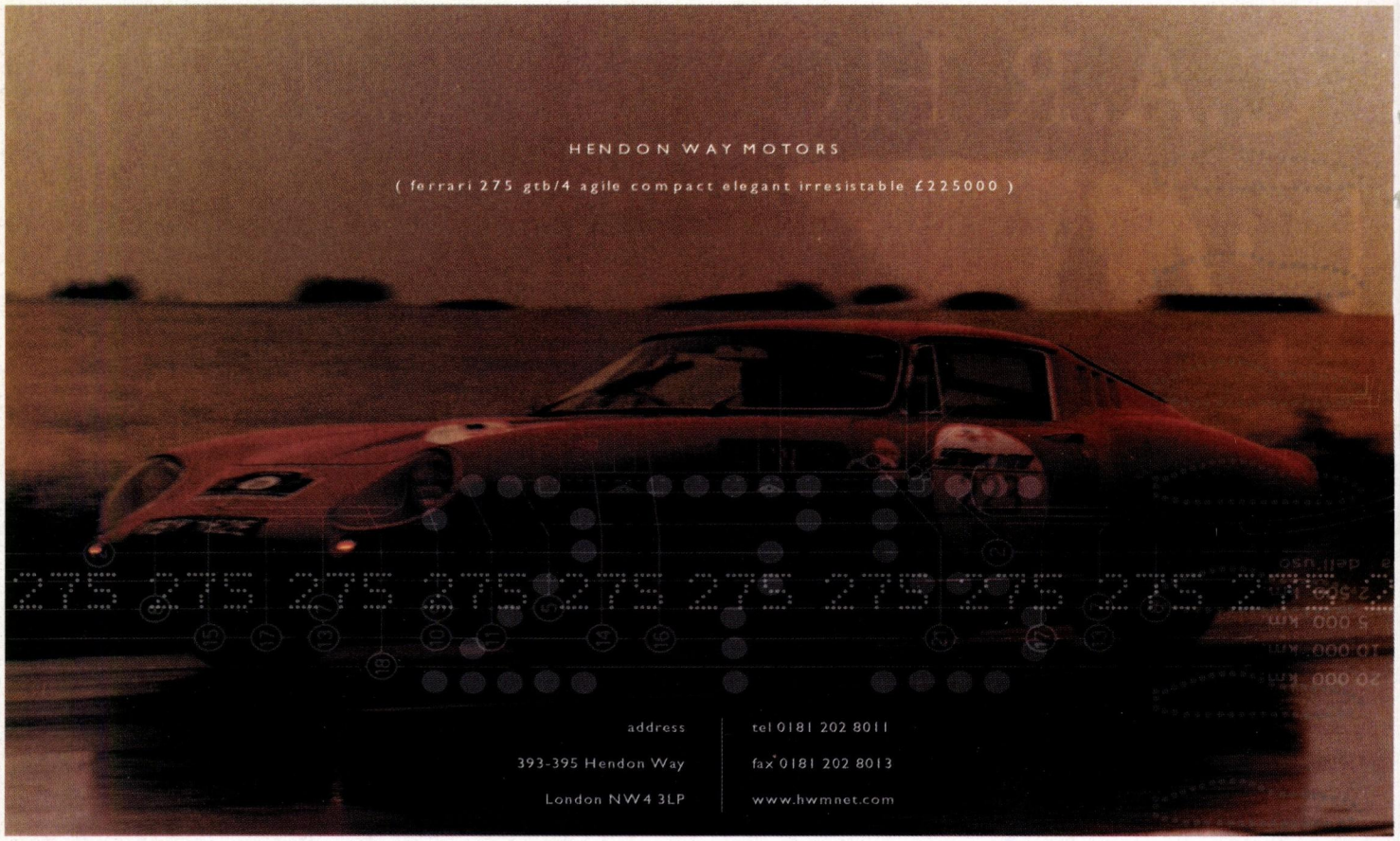
I don't approve of advertisement featuring the owner of the company – they remind me of a certain European car restorer or a well known electric razor manufacturer. However I'm not clever enough to delete myself from this photograph of our **1910 Rolls-Royce Silver Ghost Barker style Tourer, Chassis No 1230.** It was taken late last year during the 800 mile RREC Jordan Rally. On the last day the car averaged 43 mph for 243 miles in 110 degrees of heat (43 Centigrade) The driver got overhated by the car did not!. Another great car for go or show

Price on application

**Tel: 01453 883351 Email: cardhoward@aol.com Fax: 01453 887201**

We are in Gloucestershire convenient to both M4 and M5.

VISITORS ARE WELCOME, INCLUDING WEEKENDS. BUT BY APPOINTMENT ONLY PLEASE




## porsche

1999 PORSCHE BOXSTER SILVER 11000 miles. Black sports seats, sports steering wheel, lux pack, 17" wheels.

1999 PORSCHE BOXSTER SILVER 10000 miles. Full leather interior, lux pack, 17" wheels, electric seats, park assist.

1999 PORSCHE BOXSTER OCEAN BLUE 7000 miles lux pack, 17" wheels, sports steering.

1998 PORSCHE BOXSTER RED 16000 miles. Dark blue interior, sports pack, CD.

1997 PORSCHE BOXSTER SILVER 11000 miles.

1997/6 PORSCHE 993 COUPE MIDNIGHT 26000 miles. Dark Blue leather interior, 17" wheels, air conditioning.

1996 PORSCHE 993 COUPE POLAR SILVER 21000 miles navy leather sports seats.

1996 PORSCHE TURBO 4 SILVER 25000 miles classic grey leather interior, sports seats.

1995 PORSCHE CABRIOLET TIPTRONIC MIDNIGHT 45000 miles classic grey leather interior, sports seats, air conditioning.

1995 PORSCHE TURBO 4 ARENA RED 26000 miles. Grey leather interior, sports seats.

1994 PORSCHE 993 CABRIOLET IRIS BLUE 40000 miles.

1994 PORSCHE 968 SPORT AVENTURA 59000 miles black cloth interior.

1994 PORSCHE 993 CABRIOLET MIDNIGHT 50000 miles 17" wheels, grey leather sports seats.

1994 PORSCHE 993 COUPE SILVER 52000 miles. Navy blue leather interior.

1994 PORSCHE 993 COUPE SPEED YELLOW 40000 miles. Black leather interior, sports seats, air conditioning.

1993/2 PORSCHE 911 C2 TARGA BLACK 59000 miles pale grey leather interior and sports seats with black piping.

1992 PORSCHE 928 GTS GRAPHITE 67000 miles.

1992/1 PORSCHE 911 TURBO 2 COBALT BLUE 35000 miles. Parchment leather interior, sports seats, on-board computer.

1990 PORSCHE 911 C4 CABRIOLET BLUE 78000 miles.

1990 PORSCHE 911 C2 CABRIOLET RED 50000 miles. Linen leather sports seats, 17" cup wheels, system 1 alarm.

1989 PORSCHE 911 SPORT COUPE GUARDS RED 13000 miles black leather interior, air conditioning, complete history.

1989 PORSCHE 911 TURBO TARGA BLUE 29000 miles dark blue interior.

1989 PORSCHE 911 S/E TARGA RED 83000 miles black leather, black pinstripe half leather seats.

1988 PORSCHE 911 TURBO DIAMOND BLUE 45000 miles.

1986 PORSCHE 911 SSE CABRIOLET SILVER 58000 miles black leather sports seats.

1980 PORSCHE 911 SC COUPE WHITE 76544 miles. Black, white checked sports seats.

## ferrari

1999 FERRARI 550 MARANELLO GRAPHITE 8000 miles burgundy leather interior.

1999 FERRARI F360 MODENA F1 LHD RED 3300 kms black leather interior.

1997 FERRARI F355 BERLINETTA LHD YELLOW 12000 miles black lelather interior.

1997 FERRARI F355 BERLINETTA RED 11000 miles crema leather interior.

1995 FERRARI 355 BERLINETTA LHD RED 29000 kms crema leather interior 1 full Ferrari history.

1993 FERRARI 348ts LHD RED 21000 kms black leather interior.

1992 FERRARI 512 TR RED 7000 miles.

1992 FERRARI 348ts RED 22000 miles crema leather trim.

1992/1 FERRARI 348tb BLUE 7000 miles dark grey leather trim.

1989 FERRARI 328 GTS (ABS) RED 8000 miles. Beautifully presented with this spectacularly low mileage, finish in rosso corsa with crema interior. The car has been in storage for the past year or two but has been regularly started and maintained. The car has had two previous keepers since new in 1989.

1989 FERRARI 328 GTS RED 40000 miles.

1988FERRARI TESTAROSSA RED 6000 miles tan leather interior, unmarked example, as new.

1989/8 FERRARI 412i BLUE 45000 miles tan interior, chassis No 78074.

1986 FERRARI 328 GTS RED 30000 miles.

1984 FERRARI 308 GTS QV RED 61000 miles crema leather seats with red piping.

1983/2 FERRARI 308 GTS QV YELLOW 23000 miles dark walnut interior.

1980 FERRARI 308 GT4 RED 76800 miles black vinyl, interior, superb history file, very well maintained.

1979 FERRARI 308 GTS carb RED 45000 miles cream leather interior

1974 FERRARI 365 GTB/4 BOXER RED 15000 miles tan interior, chassis No 17841.

1967 FERRARI 275 GTB4 RED 2000 miles cream interior, chassis No 09737.

1966 FERRARI 330 GT 2+2 MARK II BLUE 57000 miles maroon interior, chassis No 7831.

## jaguar

1991 JAGUAR SOVEREIGN REI GREY 79000 miles.

1968 JAGUAR E-TYPE 4.2 ROADSTER S2 WHITE 5500 miles maroon interior, chassis No 7831

1966 JAGUAR E-TYPE 2+2 AUTO PRIMROSE 82000 miles black leather interior.

1963 JAGUAR E-TYPE 3.8 FHC S1 MAROON 84000 miles tan leather interior.

## bentley

1936 BENTLEY 4 BLUE 90000 miles.

## lamborghini

1999 LAMBORGHINI DIABLO MET BLUE 4000 miles.

## vw

1996 VW POLO 1.4 CL D/BLUE 2000 miles.

1994 VW VR6 BLUE 22000 miles.

## ac cobra

1996 AC COBRA MARK III EX-JOHN WOOLF BLACK 10000 miles.

## renault

1993 RENAULT CLIO 1.4 RT BLACK 39000 miles

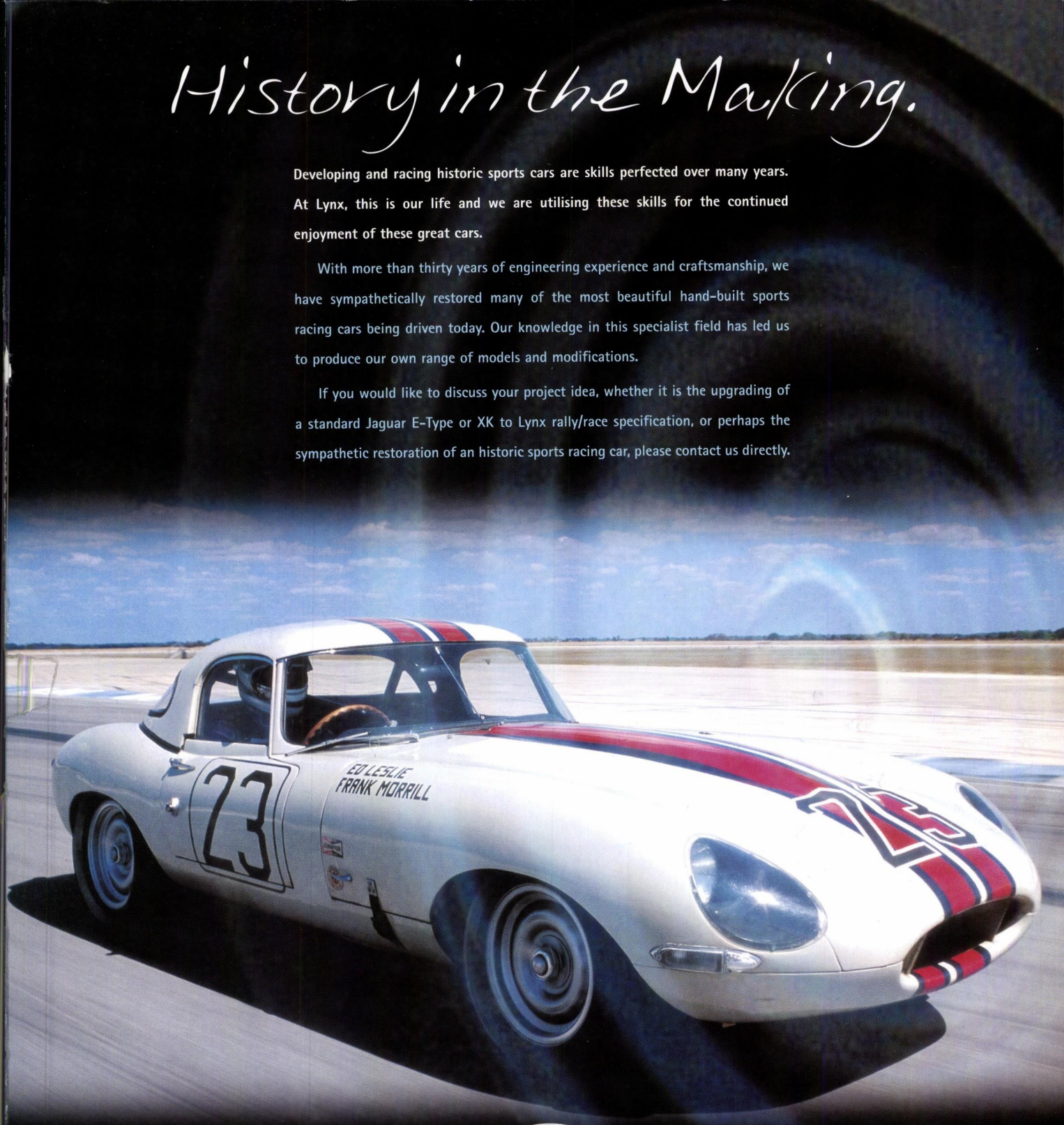


# History in the Making.

**Developing and racing historic sports cars are skills perfected over many years. At Lynx, this is our life and we are utilising these skills for the continued enjoyment of these great cars.**

With more than thirty years of engineering experience and craftsmanship, we have sympathetically restored many of the most beautiful hand-built sports racing cars being driven today. Our knowledge in this specialist field has led us to produce our own range of models and modifications.

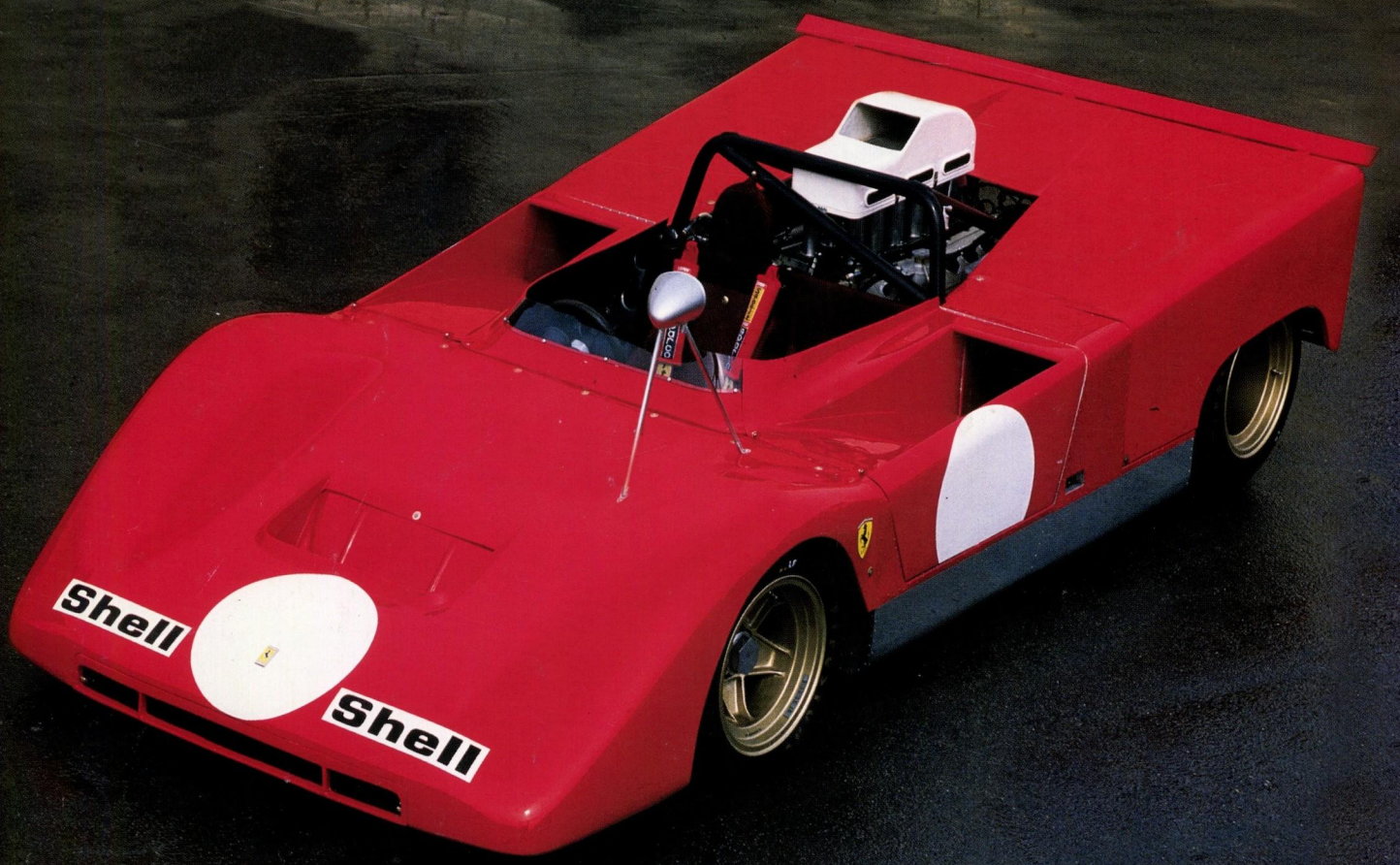
If you would like to discuss your project idea, whether it is the upgrading of a standard Jaguar E-Type or XK to Lynx rally/race specification, or perhaps the sympathetic restoration of an historic sports racing car, please contact us directly.




lynx

LYNX MOTORS INTERNATIONAL LIMITED 68 Castleham Road St Leonards on Sea East Sussex TN38 9NU England
44 (0)1424 851277 44 (0)1424 853771 enquiries@lynxmotors.co.uk www.lynxmotors.co.uk

# CHRISTIE'S
# INTERNATIONAL MOTOR CARS LTD




## TARRYTOWN

**29 APRIL 2000**

1971 Ferrari 712 Can Am

Estimate on Request. Photo credit Wolfgang Wilhelm

*Exceptional* Motor Cars

At the Lyndhurst Property, Tarrytown, New York

For more information please contact:

NEW YORK: Miles Morris Tel: (212) 636 2277 Fax: (203) 341 9849

BEVERLY HILLS: David Gooding Tel: (310) 385 2699 Fax: (310) 385 0246

LONDON AND CONTINENTAL EUROPE: Rupert Banner Tel: (44 207) 389 2851 Fax: (44 207) 627 8917

www.christies.com/cars